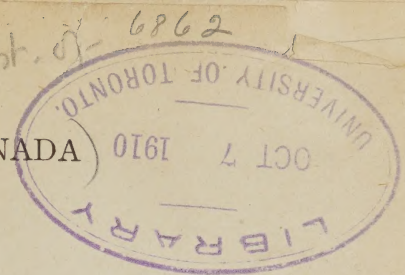


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THE LABOUR GAZETTE

MINISTER OF LABOUR

THE HONOURABLE W. L. MACKENZIE KING, C.M.G., M.P.

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THE LABOUR GAZETTE

JULY, 1908.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF JUNE, 1908.

I.—GENERAL SUMMARY.

THERE was an increase in the amount of employment during June, as compared with May, though no marked change in general industrial conditions occurred. The exceptionally favourable crop reports received from almost every section of Canada were chiefly responsible for the improvement. In Western Canada in particular, the agricultural return is confidently expected to exceed that of any previous year, while in Ontario and the Eastern provinces the yield will show a large increase upon that of 1907. The fisheries and collieries of the Maritime Provinces had a very successful month; some revival was also apparent in the western collieries, with continued expansion in the output of metals in British Columbia. The lumbering trade was quiet, but manufacturing showed an improvement over May. Railway freight traffic between the eastern and western provinces was considerably heavier than in May, and busy conditions are expected during the summer and autumn months. Though employment was given to a large number of additional men in the railway construction camps and on farms during the month, the supply of general labour of the less skilled class remained equal to the demand, with a surplus at several points. The number required for the western harvest will be larger than last year.

Changes in Wages and Hours of Labour.

The following is a statement by industries and groups of trades, of the

more important changes in wages and hours of labour, information concerning which was received at the Department of Labour during June:—

Lumbering.—Wages of river drivers in New Brunswick were somewhat lower than at the corresponding period of 1907.

Railway employees.—A new schedule, determining working conditions among shop hands of the Canadian Northern Railway Company at Winnipeg, Man., went into force on May 1st. A nine-hour day is established, and in some cases skilled workers agreed to a reduction of two cents per hour.

Street railway employees.—An advance of one cent per hour was obtained by the employees of the Ottawa Electric Railway Company (350) by award of a Board under the Industrial Disputes Investigation Act (*).

Cost of Living.

Wheat and grain prices remained on about the same levels as in May, but milk, butter, cheese, beef and potatoes were upward in tendency. The price of hay declined with the arrival of the new crop. Prices for canned fruits and vegetables of the pack of 1908, announced during June, showed a considerable decline owing to the promise of heavy yields. Notwithstanding a reduction in the price of pig iron, stoves and other iron

* For statement of proceedings of Board see special article in present issue.

goods have remained firm, with stocks low, and manufacturers curtailing reduction. Metals were quiet, with little variation in prices. Hides have been upward in price recently, and leather followed during June. Real estate transactions were small in volume, but prices were well maintained.

Interruptions to Industry.

The number of trade disputes in existence during June was 3 less than in the previous month, and there was a decrease of approximately 47,880 in the number of working days lost. Compared with June, 1907, there was a decrease of 28 in the number of disputes, but an increase of approximately 23,675 in the number of working days lost.

On June 23, a break in the southern bank of the canal occurred at Cornwall, Ont., near lock 18, by which a portion of the Ottawa and New York railway bridge was swept away, and about 150 feet of the canal bank destroyed. The accident caused a serious delay to shipping interests both on the railway and on west-bound traffic through the canal. The amount of direct damage was estimated at \$100,000. Steps were immediately taken by the Department of Railways and Canals to secure the needed repairs, and about 200 men were set to work at once. It was expected that traffic would be resumed in about three weeks' time. A special rate will be granted by the railways on grain delayed by the accident. A number of local industries at Cornwall which depend on the canal for power, were forced to close down.

On June 22, the business portion of the city of Three Rivers, Que., was destroyed by a conflagration which consumed 300 residences and stores. The loss will be over \$1,000,000.

Bush fires at Cobalt, Ont., on June 28, destroyed a number of mining plants and several houses occupied by miners.

Among industrial establishments, etc., destroyed by fire or through other causes during June, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scotia.—Bakery at Glace Bay, loss, \$3,000; business block at North Sydney, loss \$4,000; breakdown in engine room of Reserve mine; barn at Amherst.

Prince Edward Island.—Two stores at Charlottetown, loss, \$6,000; granary and outhouses at Glen William, loss, \$1,000.

New Brunswick.—Granary, residence and outbuildings at Bayswater, loss, \$3,000; drug store at Woodstock.

The Canadian Pacific Railway Steamer "Lady Eileen" was wrecked on June 6th on Newport Island. The steamer "Aberdeen" was burnt to the water's edge at Eagle's Island.

Quebec.—School house at Bury, loss, \$7,000; store and contents at Beebe Plain, loss, \$4,000; lumber yard at Bromptonville; bakery at Grand Mere, loss, \$3,000; furniture store at Joliette, loss, \$2,000; granary and residence at L'Epiphanie, loss, \$2,000; farmhouse and outhouses at Minton, loss, \$2,000; hardware store and dye-works at Montreal, loss, \$3,000; land company's office at Montreal, loss, \$2,000; cigar factory at Montreal, loss, \$2,000; tenement houses at Point St. Charles, loss, \$30,000; saw and grist mill at St. Jean Baptiste de Rouville, loss, \$8,000; coal sheds and coal at St. Johns, loss, \$5,000; general store at St. Marcél; three stores at St. Raymond; sawmill and employees houses at St. Michel des Saints; electric power house at St. Severin; hotel at Quebec, loss, \$10,000; coal yard at Tetreaultville, loss, \$1,000; business portion of the city of Three Rivers, 300 houses and stores, loss over \$1,000,000; hotel, store and residence at Weedon.

Heavy thunder storms, during the early part of the month, did considerable damage, especially in the Eastern Townships. Barns were destroyed at Ascot, Coaticook, Compton, Bury, Granville, Scotch Road and Montmagny. Forest fires in the Lake St. John region also caused damages, a hamlet named Lake Simon having been destroyed.

Ontario.—Business block at Bancroft, loss, \$15,000; Grand Trunk station at Berlin, loss, \$2,000; hotel at Blenheim; saw and planing mill at Bluevale, loss, \$3,000; business portion of the village of Burk's Falls, 30 houses, loss, \$150,000; sawmill at Conn., loss, \$4,000; wood-working factory at Hawkersville, loss, \$2,000; Royal Mail washer building, loss, \$1,000; planing mill at Lindsay, loss \$14,000, (70 men out of employment); slaughter house at Lindsay; cheese factory at Kemptville, loss, \$2,000; grist and sawmill at Merrickville, loss, \$5,000; grist mill at Milltown, loss, \$4,000; power building at Ohsweken, loss, \$2,000; stables and driving shed at Oshawa; sawmill and 200,000 feet of lumber at Owen Sound; school house at Port Hope, loss, \$1,500; sawmill at Raleigh township, loss, \$15,000; cordage works at Stratford, loss, \$3,000; rubber factory (partial) at Toronto, loss, \$1,000; laundry at Owen Sound; gasoline launch at Toronto, loss, \$2,000; railway station, at Walkerton; store at Ottawa, loss, \$1,000; hotel at Chatham, loss, \$2,000; warehouse at Port Arthur; butcher shop at Tilbury, loss, \$1,500; scale works at Toronto, loss, \$16,000; ice house at West Toronto, loss, \$2,000.

The steamer "Arundel" ran ashore in the St. Lawrence near Thousand Island Park and was abandoned, loss, \$25,000. At Fort Erie a planing mill was badly damaged by wind. Niagara Falls electrical equipment was struck by lightning and damaged.

Manitoba.—Pork packing factory at Winnipeg, loss, \$55,000.

Saskatchewan.—Restaurant at Regina, loss, \$3,500; bakery at Saskatoon, loss, \$2,000.

The steamer "Medicine Hat" went ashore at Saskatoon, loss \$30,000.

Alberta.—Lumber mills at Elk, loss, \$30,000. Heavy storms the early part of the month caused damage in southern Alberta.

British Columbia.—Saw and shingle mill at Chilliwack, loss, \$16,000; hotel at King Inlet, loss, \$10,000; sawmill and 300,000 feet of lumber at New Westminster, loss, \$5,000; sawmill at Baynes' Lake, loss, \$25,000, two large electric motors and the Granby compressor were destroyed at Phoenix; fruit preserving factory at Vancouver, loss, \$70,000; three machine shops at Victoria, 150 men out of employment, loss, \$180,000; paper box

factory at Victoria, loss, \$75,000; furniture factory at Victoria, loss, \$10,000. Forest fires near North Vancouver caused considerable damage.

Conditions in the Industries and Trades.

Conditions of employment during June in the several industries and trades throughout Canada, as indicated by the reports of correspondents to the *Labour Gazette* and by information received at the Department from other sources, may be briefly summarized as follows:—

Agriculture.

From almost every section of Canada reports were to the effect that the agricultural outlook at the close of June was more favourable than in many previous years, and that the aggregate yield of grain and fodder crops would exceed any previous record.

The chief interest of the month centered in the progress made by the grain crops in western Canada. Very favourable reports were received in this connection. Some heavy rainfalls occurred, but little or no damage resulted, and growth throughout the month was very rapid. The grain was reported to have stood well, and to be strong and vigorous. The season is three weeks earlier than last year. A feature of the season is the even condition of the grain in all parts of the west.

Official estimates of the Saskatchewan Department of Agriculture based on returns from correspondents in all parts of the province, indicate the acreage sown to wheat this year at 2,374,058, as compared with an estimated acreage of 2,047,724 at this time last year, an increase of 326,334 or 16 per cent. The indicated acreage of oats is 1,170,542, as compared with an estimated acreage of 801,810 at this time last year, an increase of 368,642 or 46 per cent. The indicated acreage of barley is 101,033, as compared with an estimated acreage of 79,339 at this time last year, an increase of 21,694 or 27 per cent. The indicated acreage of flax is 141,451, as compared with an estimated acreage of 128,528 at this time last year, an increase of 12,923 or 10 per cent. The indicated total area

under the four principal grains is 3,786,994, as compared with an estimated acreage of 3,057,401 at this time last year an increase of 729,593 or 24 per cent. The comparison of this year's estimates with the areas actually covered by threshing operations last fall, shows a gain on wheat of 402,959 acres, or 20 per cent, as compared with the final acreage for 1907. Oats show a gain of 426,265 acres or 57 per cent, barley a gain of 23,913 acres, or 31 per cent, and flax a gain of 16,422 acres or 13 per cent. On the same basis, the total acreage under the four principal grains shows a gain of 869,550 acres, or 30 per cent.

A crop report published by the Manitoba Government during June shows an acreage of 2,850,640 under wheat, as compared with 2,789,553 last year, an increase of 61,087, or a little over 2 per cent. The acreage under oats is 1,216,632, as compared with 1,213,596 last year, an increase of 3,036, or less than one per cent. The acreage under barley is 658,441, as compared with 649,570 last year, an increase of 8,871, or a little over one per cent. The acreage under other grains, including flax, rye, peas, fodder, corn, brome, rye, grass and timothy, is 209,362, as compared with 180,096 last year, an increase of 29,266, or about 16 per cent. The total acreage under all grains is 4,935,075, as compared with 4,832,815 last year, an increase of 102,260, or a little more than two per cent. The report, in referring to present crop conditions, says, in part: "The spring opened early, with fine weather, which continued throughout, with sufficient moisture and the soil in a most favourable condition for seeding purposes. At present there is enough moisture stored in the soil to carry the crop for some time, which bespeaks a full and perfect harvest this year; in fact, it is many years since we have had so bright a prospect as that of the present season to date, reports from all districts being most satisfactory." In the part of the report dealing with farm holdings it is stated that while there are 18,862 farm hands in Manitoba, the total number required is 24,642. Upwards of 5,000 additional female servants are required.

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue, several trades and industries throughout the Dominion. This table has reference only to the amount of employment headings in the *Gazette*. In tabulating the information in question, the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural operations.	Fishing.	Lumbering (including saw-milling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
<i>Nova Scotia—</i>							
Sydney.....	Active	Busy	.....	Very busy	Quiet	.....	Active
Westville.....	Busy	Busy	.....	Busy	Quiet	.....	Quiet
Halifax.....	Busy	Busy	.....	.....	Active	.....	Quiet
Amherst.....	Active	Active	Dull	Busy	Quiet	.....	Quiet
<i>Prince Edward Island—</i>							
Charlottetown.....	Busy	Busy	.....	.....	Active	.....	Active
<i>New Brunswick—</i>							
Moncton.....	Active	Busy	Active	Active	Active	Busy	Busy
St. John.....	Active	Busy	.....	Active	Active	Busy	Active
Newcastle.....	.....	.....	Active	.....	.....	.....	Active
<i>Quebec—</i>							
Quebec.....	Active	.....	Busy	.....	Quiet	Busy	Quiet
Sherbrooke.....	Active	.....	Busy	.....	Quiet	.....	Active
Three Rivers.....	Busy	Active	Active	.....	Active	Busy	Active
St. Hyacinthe.....	Active	.....	.....	.....	Active	Active	Quiet
Maisonneuve.....	.....	.....	.....	.....	Quiet	.....	Quiet
Montreal.....	Active	.....	.....	.....	Quiet	.....	Dull
Full.....	Active	.....	Busy	.....	Busy	.....	Busy
<i>Ontario—</i>							
Ottawa.....	Active	.....	Busy	.....	Active	.....	Active
Kingston.....	Busy	Quiet	Quiet	Active	Active	Active	Active
Belleville.....	Active	Dull	Dull	Active	Active	.....	Active
Peterborough.....	Busy	.....	Active	Quiet	Quiet	Dull	Dull
Toronto.....	Busy	.....	.....	.....	Active	.....	Quiet
Niagara Falls.....	Busy	.....	.....	.....	Active	.....	Quiet
St. Catharines.....	Busy	.....	.....	.....	Quiet	.....	Quiet
Hamilton.....	Active	.....	.....	.....	Quiet	.....	Active
Brantford.....	Busy	.....	.....	.....	Dull	Active	Active
Guelph.....	Busy	.....	.....	.....	Quiet	.....	Quiet
Berlin.....	Active	.....	.....	.....	Quiet	.....	Quiet
Woodstock.....	Busy	.....	.....	.....	Quiet	.....	Quiet
Stratford.....	Active	.....	.....	.....	Quiet	.....	Active
London.....	Active	.....	.....	.....	Dull	.....	Quiet
St. Thomas.....	Active	.....	.....	.....	Active	.....	Active
Chatham.....	Active	.....	.....	.....	Dull	.....	Dull
Windsor.....	Busy	.....	.....	.....	Active	.....	Active
Sault Ste. Marie.....	Active	.....	Active	.....	Active	.....	Quiet
Port Arthur and Fort William..	Active	Busy	Busy	Active	Active	Busy	Active
<i>Manitoba—</i>							
Winnipeg.....	Busy	.....	Quiet	.....	Active	Busy	Dull
Brandon.....	Busy	.....	.....	.....	Quiet	Busy	Quiet
<i>Saskatchewan—</i>							
Regina.....	Busy	.....	.....	.....	.....	.....	Quiet
Moosejaw.....	Busy	.....	.....	.....	Quiet	Busy	Dull
<i>Alberta—</i>							
Calgary.....	Busy	.....	.....	Quiet	Quiet	.....	Dull
Edmonton.....	Busy	.....	Busy	.....	.....	Busy	Quiet
<i>British Columbia—</i>							
Nelson.....	Busy	.....	Dull	Quiet	.....	.....	Active
New Westminster.....	Active	Quiet	Quiet	.....	.....	.....	Active
Vancouver.....	Active	.....	Dull	.....	.....	.....	Quiet
Victoria.....	Active	Dull	Busy	.....	Quiet	.....	Quiet
Nanaimo.....	Quiet	Dull	Very dull	Active	.....	Active	Active

nd is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken of wage changes; trade disputes and kindred phenomena are treated under separate order indicating in each the degree to which general conditions were favourable or unfavourable, as follows: (1) active.

[illegible]

The combined acreage of wheat for Manitoba and Saskatchewan, according to official estimates, is 5,224,698, as compared with a final return of 4,760,652 for 1907, an increase of 464,046, or 10 per cent. The combined area under all grains, according to the same estimates, is 8,596,737 acres, as compared with a final return of 7,625,918 last year, an increase of 971,819, or 13 per cent.

In Alberta, spring and winter wheat were reported in excellent condition. Sheep herders in southern portions of the province have had one of the best lambing seasons recorded. The crop of wool will be heavy.

It is estimated that 24,000 harvesters will be required to assist in the gathering of the western crop. Experienced farm labour is scarce in western Canada.

In Ontario, the agricultural outlook is exceptionally favourable. Fall wheat is earlier than last year and shows a much better average condition. Haying became general in the closing week of the month, and the yield will be heavy. Pasturage was abundant, and the make of butter and cheese increased. Reports from Quebec and the Maritime provinces were similarly favourable. Though seeding was somewhat late, growth has been rapid, and the yield will exceed that of last year. Dry weather was complained of in certain sections of Ontario and Quebec in the second half of the month. In British Columbia the outlook is for heavy agricultural yields.

The past winter was very favourable for the fruit industry, the trees having come through well. The spring was favourable for bud development, and the mass of bloom for all kinds of fruit was large. The weather for "setting" was favourable. Apples will be a good crop, though not so heavy as anticipated earlier in the season, and peaches a fair one, but plums will be light. Strawberries suffered from dry weather, but the yield has been satisfactory. Canker worm was reported to be causing damage to Nova Scotia orchards towards the close of the month. Fruit in British Columbia promises an excellent yield. Vegetables were generally in good condition.

It was announced by the freight department of the Intercolonial Railway that by an arrangement with the Department of Agriculture, Canada, iced refrigerator cars would be furnished for the carriage of cheese in car loads of a minimum of 24,000 pounds from Montreal, provided such cars are applied for by shippers. The Department of Agriculture will meet the cost of icing not more than 10 cars per week.

The annual meeting of the Co-operative Fruit Growers of Ontario was held at Toronto, Ont., on June 9. D. Johnson, of Forest, Ont., was elected president, and P. W. Hodgetts of Toronto, Ont., secretary.

The annual meeting of the Maritime Provinces' Stock Breeders' Association and Winter Fair was held at Amherst, N. S. The date for the annual fair was placed at November 30.

Fishing.

The Atlantic fisheries had a very favourable month. Members of the Lunenburg and other banking fleets reported some heavy catches of cod, and the coast fisheries had an exceptionally good month. Mackerel in large numbers struck in on the Nova Scotia coast, and the catch was larger than in many years past. The lobster catch was fair, with prices high. Good catches of harbour salmon and gaspereaux were made in New Brunswick. In British Columbia, the sock eye run had not begun, and the catch of spring salmon was light, only five traps operating off Vancouver Island. Some heavy catches of whales and halibut were made off the island. The Victoria sealing fleet will be smaller than in many years past.

Under the terms of the treaty recently signed between Great Britain and the United States, concerning the fisheries in waters contiguous to the Dominion of Canada and the United States, provision was made for the appointment of an International Fisheries Commission, consisting of one person named by each government. Dr. Starr Jordan of California has been named as United States' Commissioner and Mr. S. T. Bastedo, previously Commissioner of Fisheries for Ontario, as the Canadian Commissioner.

A commission was appointed in June by the Government of Canada to investigate the causes of the decline in the shad fishing industry off the Bay of Fundy. The commission consists of Professor E. E. Prince, Dominion Commission of Fisheries, and Mr. S. F. Morrison, of Folly Village, County of Colchester, N. S.

Lumbering.

Sawmills were busy throughout eastern Canada, but shipments were somewhat quiet, and the cut will not be as large as last year. Prices have been well maintained. The drives have been attended with success, and for the most part reached safe water in the opening week of the month. A large number of logs in New Brunswick, however, have been hung up on the St. John river and its tributaries owing to the breaking of certain dams.* The strike of the shingle workers has curtailed trade in New Brunswick. Railway ties in large quantities were being marketed throughout western Ontario and the Northwest provinces. In British Columbia, the lumber trade continued quiet, though the effect of the favourable crop reports from the Northwest Provinces was beginning to be felt.

A number of fire wardens were appointed by the Transcontinental Railway Commissioners on forest sections in New Brunswick to supervise clearing and burning operations and to ensure that proper precautions be taken to prevent fires. The line traverses about 200 miles of forest land. Forty-six fire wardens have been appointed for the season by the Chief Commissioner of Lands and Works of British Columbia.

Eight timber berths of the Dokis Indian Reserve, between Lake Nipissing and French River, comprising an area of 70 square miles, were sold at auction at Ottawa, Ont., for \$871,500. Including Crown dues collectable, the return from this timber will total upwards of \$1,000,000.

At a meeting of lumber manufacturers, limit holders and wholesale lumber dealers held at Ottawa, Ont., on June 24, a Cana-

dian Lumbermen's Association was organized. The capital represented by the membership is about \$25,000,000. A permanent secretary will be appointed. The association subsequently interviewed the government to ask that a duty be imposed on southern pine and hemlock brought into Canada. Consideration was promised by the government, but it was intimated that no restriction would be imposed that would act as an obstacle to the importation of lumber into the Northwest provinces.

The total receipts from stumpage on Crown lands in New Brunswick last year were \$180,135.

Mining.

Conditions in the Nova Scotia collieries continued very active and both output and shipments were heavier than in June, 1907. The output of the Dominion Coal Company during May was 332,588 tons, making a total output to the end of May of 250,000 tons in excess of the corresponding period of 1907. In Quebec, the asbestos mines were very active, but mica and copper plants were dull. Shipments from the Cobalt camp have been very heavy, owing in part, to the better smelting conditions prevailing for second-class, or lower grade ores. These better conditions were the result of the falling off in copper production, which previously furnished the proper flux for the treatment of certain ores now furnished by the Cobalt low grade silver ores. In 1904, the camp produced 158 tons of ore valued at \$136,217; in 1907, ore shipments amounted to 14,040 tons, valued at from \$10,000,000 to \$12,000,000; from January 1, 1908, to June 30, 1908, shipments totalled 8,218 tons. Some revival was reported among the collieries of Alberta, though general conditions there and in the Crow's Nest Pass were quiet. On Vancouver Island some improvement was reported. The various metalliferous mining camps in British Columbia were increasing in activity, a feature of the month being the resumption of operations by the Dominion Copper Company.

Manufacturing.

The month on the whole was more active than May, though a number of estab-

(*) See also report of St. John, N.B., correspondent.

lishments were running on short time or with diminished staffs, the tendency being to manufacture only for immediate delivery. The reassuring reports regarding the western crop outlook were the chief cause alleged for the improvement.

Canning factories became very busy, with prospects of a larger output than in 1907.

The iron and steel industry became considerably more active in June. At Sydney, N. S., the Dominion Iron and Steel plant was running overtime, with a full staff, and the output for the year is expected to exceed that of any previous season. The plant of the Nova Scotia Steel and Coal Company at North Sydney, N. S., was closed down. At Sault Ste. Marie, Ont., the open hearth furnaces, bloom and rail mill of the Lake Superior Corporation resumed operations, with orders sufficient on hand to necessitate continuous operations until the close of navigation.

The annual report of the Dominion Iron and Steel Company showed largely increased earnings during the past year, net profits being \$540,180. For the twelve months ended May 31, 1908, the gross earnings were \$2,613,815. The output of steel for the year was 290,953 gross tons, compared with 235,505 gross tons in 1907.

The Canadian packing industry showed a marked improvement during the past few weeks, manufactories which were running on half time being now on full time.

Cotton mills remained quiet. The annual report of the Dominion Textile Company showed that total sales amounted to \$8,000,000, while \$2,000,000 were paid in wages to 6,000 employees, and \$850,472 were spent on betterments.

The annual meeting of the Montreal branch of the Canadian Manufacturers' Association was held at Montreal, Que. Among subjects discussed were technical education, improved municipal government, the labour accidents commission, and conditions of employment in factories. The Toronto branch of the same association also held its annual meeting during June.

Railway Construction, Etc.

The number of men engaged on railway construction was increased during June, but the supply of labour was equal to the demand. It was estimated that in July about 9,000 men would be employed on the Grand Trunk Pacific railway alone. A considerable number were taken on in connection with the construction of the section from Prince Rupert eastward, a number of sub-contracts having been awarded.

It was stated by the Hon. the Minister of Railways that 267,840 tons of steel rails would in all be required for the eastern division of the National Transcontinental railway.

The work of constructing the grade for the double track system of the Canadian Pacific Railway between Winnipeg, Man., and Port Arthur, Ont., has been completed. New track has been laid for a distance of 250 miles. It is expected that the line will be open for traffic by the end of September. Three years have been consumed in the work. The grading of the Canadian Pacific railway line between Saskatoon and Wetaskewin has also been completed. Forty-one town sites have been established along the new route.

About 1,000 labourers were employed on the extension of the Temiscaming and Northern Ontario railway grading north and west of the Abitibi river, and about 800 men on grading the line of the International Railway in New Brunswick from the track end towards the boundary.

It was announced by the government that a railway from the Saskatchewan to Hudson Bay, a distance of about 500 miles, and at an estimated cost of \$30,000 per mile, would be built.

In anticipation of a heavy western crop, orders for 20 new freight locomotives were placed by the Canadian Pacific Railway Company, to be delivered by September 15.

The Canadian Pacific railway line from Toronto to Sudbury, Ont., a distance of 226 miles, was opened for traffic on June 15. The line has been under construction for three years, and has cost about \$11,000,000. It reduces the time from To-

ronto to Winnipeg by 8 hours, the journey now consuming 36 hours. The first train over the Kirkella branch of the Canadian Pacific Railway was run during June.

The project of deepening the Welland Canal to 25 feet was discussed in the House of Commons.

General Transport.

There was a considerable increase in the volume of railway traffic during June, compared with the previous month in western Canada, and the outlook is for a very busy summer and autumn season. In Ontario and the eastern provinces, there was no marked change in conditions. The revenue statement of the Grand Trunk Railway Company showed a reduction in working expenses absolutely and in relation to gross revenue. Railway shop employees were more active than in May. Street railway shop employees were somewhat less active; but traffic receipts were well maintained.

It was stated that the White Star Company would establish a grain carrying service at the port of Montreal, in view of the fact that grain can be handled 2½ cents per bushel more cheaply at Montreal than at New York. During the present season grain is being delivered at Montreal from Fort William at 3½ cents per bushel, while the prevailing rate to New York is 7 cents.

A commission was appointed by the government of New Brunswick to investigate into the affairs of the Central Railway Company.

The report of the Canadian section of the International Waterways Commission was presented to Parliament. In dealing with the distribution of power from Niagara Falls, the Commissioners recommend that the three Canadian companies should be required to distribute half the operative power in Canada. The report also dealt with the measures necessary to maintain the levels of the Great Lakes.

The Secretary of the Board of Railway Commissioners has issued the following circular: "In regard to the payment of witnesses required to attend the Board's inspectors, the Board has ruled that all such witnesses must be paid witness fees

upon the scale provided by the Exchequer Court (see sec. 65 of the Railway Act), that each inspector must report to the Board with his report of the investigation, the names, residences, miles travelled to the investigation, time lost in travelling to, remaining at, and returning from the place of investigation, and amount of fees each witness is entitled to. The Board is of the opinion that it is unreasonable to ask railway employees to attend upon investigations at their own expense, or that the railways should bear the loss of the men's time while absent from their duty."

The annual competitive examination in mechanical drawing and Practical Mechanics of apprentices on the Grand Trunk Railway system was held during June.

A Transportation Bureau was organized by the Montreal Board of Trade to conserve the interests of Montreal as a distributing point, to send representatives to meetings of the Board of Railway Commissioners, to facilitate the adjustment of claims, and generally to act as an intermediary between business interests and the transportation companies. The services of a railway expert will be secured.

The annual report of the St. John, N.B., street railway shows net profits of \$51,879. Gross earnings showed a satisfactory increase.

The fifth annual report of the Montreal Street Railway Mutual Benefit Association presented on June 18, records the relief work done for the year ended April 30, as compared with the previous year, as follows:—

	1907-08	1906-07
Members disabled through sickness or injury.....	546	728
Amounts paid for same.....	\$7,324.30	\$9,737.00
" medicine.....	1,707.78	1,804.73
" pensions.....	161.00	30.50
" insurance.....	4,791.68	6,016.69

The Trades.

Building.—Employees were somewhat more active than in May, but the volume of building in progress was considerably less than in June, 1907, except in certain portions of western Canada. In the city of Vancouver, B. C., for example, the number of building permits showed a con

siderable increase over 1907. It should be stated also that the past year was the most active in the building trades ever reported in the Dominion. Building is somewhat cheaper this year than last.

Metal and Woodworking.—These trades were better employed than in May, with a gradual increase in activity in manufacturing establishments. Some of the iron working trades remained dull, and sash and door, furniture and some of the other woodworking lines were less active than in 1907.

Printing.—Conditions varied according to locality, but activity was generally well maintained.

Clothing.—Garment workers and journeymen tailors were fairly active, but boot and shoe workers were somewhat quiet.

Leather.—Tanners and curriers were fairly active, and leather workers active.

Food and tobacco preparation.—Bakers and confectioners had a fair month. Ice handlers were busy. Stocks of milling wheat were reported low, and hard wheat will be scarce until the new crop is ready. The seventh annual convention of the Canadian Master Bakers' Association was held at Toronto, Ont., on June 17.

Miscellaneous.—Tourist traffic has been heavy and has given active employment to cab drivers, hotel and restaurant employees, etc.

Unskilled labour.—There was an increase in the amount of employment offering during June, compared with May, but the supply was equal to the demand and in excess of the demand at several points. It is expected that the increasing activity in railway construction and in the harvesting of crops will absorb a large number during the balance of the season.

Canadian Trades and Revenue.

Foreign trade.—During May, 1903, the total value of imports entered for consumption was \$25,424,684, compared with \$34,807,240 in May, 1907. The total value of domestic exports during May, 1908, amounted to \$13,904,472, compared with \$16,905,057 in May, 1907. In May, 1908, there were decreases in exports of the mine, the fisheries, the forest

animals and their produce, agriculture and manufactures.

A good market for Canadian bicycles was reported in Formosa, and for Canadian boots in Colombia. A demand for Canadian fish and lobsters was reported in Greece and in Egypt, and for lead in China. An opening for Canadian flour was reported in Norway.

Imperial trade.—Good openings in the British market were reported for properly packed and graded Canadian apples and other fruits, for Canadian honey and bee-keeping appliances. Canadian flour and lumber are finding good markets in South Africa. A satisfactory improvement in trade was reported between Canada and Australasia and New Zealand, but complaints of heavy freight charges were made. Good markets were reported in these countries for Canadian paper, lumber, tinned salmon and British Columbia slates. An opening for Canadian pianos was reported in the Barbadoes.

Domestic trade.—General trade showed an improvement, especially in western Canada. Though country trade was somewhat quiet, owing to the farmers being busy in the fields, the favourable crop reports caused an increase in fall orders, and the outlook was for a steady increase in activity. The improvement was chiefly noticeable in the dry goods trades, in which the preference was for high grade lines. General collections were coming in more promptly, though still slow in some districts. Clearing-house returns continued to show a decrease as compared with the corresponding period of 1907.

A very encouraging feature of the financial situation was the greatly improved condition of the market for domestic bonds. Canadian bond issues during the first five months of 1908, exceeded the volume of such securities placed during the whole of the preceding twelve months.

The third annual report of the Home Bank of Canada showed a substantial increase of profits, circulation and deposits. The sum of \$62,705 was transferred to rest account. At the ninetieth annual meeting of the Quebec Bank, a falling off in profits was reported owing to the disturbed condition of the money market

during the past eight months. A special reserve of \$25,000 was made to cover fluctuation in the value of securities held. The thirty-third annual meeting of the Imperial Bank reported profits of \$721,175. Twelve new branches were opened during the year. The Bank of Ste. Hyacinthe, Que., went into liquidation during June. The capital of the bank was \$1,000,000, of which \$504,600 is subscribed and \$331,235 paid up.

The Canadian Bank statement for May, 1908, showed total assets of \$908,613,969, and total liabilities of \$730,791,593. Notes in circulation amounted to \$69,970,485, and deposits payable on demand to \$153,901,379.

Canadian revenue.—Canadian revenue during May, 1908, amounted to \$6,306,270.66, compared with \$8,293,368.68 in May 1907. For the two first months ending May 31st, 1908, of the present fiscal year the total revenue was \$311,899,381.47, compared with \$15,120,907.69 during the corresponding period of 1907. The total expenditure on capital account during May, 1908, was \$429,828.35, compared with \$805,132.50 in May, 1907. The leading items of expenditure during May, 1908, were Public Works, Railways and Canals, \$171,760.29, and Bounties, \$183,679.48.

Notes.

The *American Foundrymen's Association* held its convention at Toronto, Ont.

A provincial *Retail Growers' Association* was organized in British Columbia.

The eighteenth annual convention of the *Canadian Electric Association* was held in Toronto, Ont., June 17 to 19.

The ninth annual convention of the Ontario provincial board of the *Retail*

Merchants' Association of Canada was held in Galt on June 17 to 18.

The *Canada Wholesale Grocers' Exchange* held its annual meeting at Quebec, Que., on June 17 to 18. The Exchange has taken the place of the Dominion Wholesale Grocers' Guild.

The fifth annual convention of the *Association Boards of Trade of Western Canada* was held at Medicine Hat, Alta. The subjects of prairie fire legislation, the preservation of natural gas, reforestation, roads, etc., were discussed.

A combined convention of representatives of the *Canadian Society of Equity* and of labour organizations was held at Regina, Sask. An organization entitled "The Peoples' Political Association of Canada" was formed, and a constitution and platform adopted.

A commission of three was appointed by the government of Nova Scotia under legislation passed at the recent session of the legislature, to inquire into the feasibility of enforcing an *eight-hour day* in the various industries. (*)

The following municipalities have signed contracts with the *Hydro-electric Power Commission* of Ontario for the delivery of Niagara power:—

Name,	Horse power.
Toronto.....	10,000
Guelph.....	2,500
New Hamburg.....	250
London.....	5,000
Woodstock.....	1,200
St. Thomas.....	1,500
Preston.....	600

(*) For a reference to the provisions of this act see article dealing with Nova Scotia legislation, 1908, elsewhere in the present issue.

The following resolution was passed at a convention of the *New Brunswick Teachers' Institute* held at Fredericton, N.B.:—

"Whereas, delegations representing the teachers of the province have prepared and placed before the government the following scheme of pensions for teachers who have spent the greater part of their lives in the profession. (1). Teachers, males, 60 and females 55 years of age who have taught in the province for thirty years or more shall on demand obtain from the government the pension to be allowed to retired teachers. (2). Teachers who have taught for twenty years or more and who from sickness or other mental or physical causes are incapacitated from teaching longer may lay their cases before the government and if the circumstances are as stated in their petition, will be entitled to pension of as many 30ths of full pension as years of service up to thirty years."

"Resolved, that we, the members of N.B. Teacher's Institute, approve of action of said delegation and respectfully solicit the government to enact at the next session of the legislature an act providing pensions for teachers of the province."

In connection with the carrying out of civic improvement works in the city of Winnipeg, Man., under *fair wages* schedules, it was recently proposed that, in view of the large number of men of varying efficiency unemployed in the city, the candidates offering themselves for work should be graded according to their capacity and paid accordingly. The proposal to abrogate the fair wages principle was not approved, and the city, therefore, is employing only the more able-bodied among those presenting themselves.

The Twenty-second Annual Convention of the *International Association of Factory Inspectors* was held at Toronto, Ont., about 100 delegates from the United States and Canada being present. In all, 18 states and provinces were represented. A number of papers and returns dealing with factory inspection were read. James T. Burke, Toronto was elected president; Louis Guyon, Montreal, First Vice-President; Wm. King, Montreal, Second Vice-President; and Thomas Kiely, Brockville, Secretary-Treasurer.

The Sixth Annual Convention of the *Labour Educational Association of Ontario* was held at Kingston, Ont., on May 23rd, some 56 delegates being present, representing the Trades and Labour Councils of Ottawa, Kingston, Peterborough, Toronto, Hamilton, St. Catharines, Brantford, Guelph, Berlin, and Waterloo, Galt and London, as well as a number of local unions throughout Canada. It was resolved that affiliated unions should contribute two cents per member per year to carry on the work of the association. Arrangements were made for the loan of five dollars each from labour organizations in the province to enable the association to acquire a printing plant. The executive was instructed to inaugurate an educational campaign in the interest of labour. The editor of the "*Industrial Banner*" reported that 800 new subscribers had been secured during the year.

On June 24th a referendum vote was taken by the *Provincial Workmen's Association of Nova Scotia* on the question whether that organization should remain an independent association under an improved constitution or amalgamate with the United Mine Workers of America. The vote resulted in a majority for the project of amalgamation. The number of miners entitled to vote was about 10,000. A return of the vote is as follows:—

Name of County.	P. W. A.	U. M. W.	Spoilt Ballots.
Cape Breton.....	1,296	1,888	64
Inverness.....	418	96	10
Pictou.....	645	54	10
Cumberland.....	89	822	13
Totals.....	2,448	2,860	97

It will seen that the total vote cast was 5,405, and of amalgamation was 412.

II. REPORTS OF LOCAL CORRESPONDENTS.

DURING the month of June, Mr. J. Backus was appointed correspondent to the *Labour Gazette* for Moose Jaw, Sask., and District in the place of Mr. J. R. D. Bastien, resigned.

SYDNEY, N. S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

THE labour market was not so active in June as in May. The change was slight and may only last for a few weeks, being caused by the depression in the iron and steel trade. The coal trade continued active. The Dominion collieries made exceptionally large outputs, their June shipments being much larger than in 1907. Every separate colliery maintained its record of last year's shipping season, while the outputs for some of the collieries were higher than in any previous year. The collieries in the Sydney mines district were active, and seemed but little affected by the depressed state of the steel industry. Inverness collieries were active and maintained steady outputs. Mabou colliery averaged well over two hundred tons (200) per day.

The Sydney steel works were active. Owing to the unfavourable condition of the steel trade, the Nova Scotia Steel and Coal Co., was forced to close down the blast and open hearth furnaces, the coke ovens and limestone quarries. The total number of men thrown idle in these departments was four hundred and fifty (450). The plant will remain idle indefinitely, the re-starting depending entirely on trade conditions. The Sydney cement works continued active, working day and night. The woodworking factories, Lynches' biscuit factory and the Sydney foundry were all active.

Shipping was brisk and transportation by rail heavy. Wholesale and retail trade was active.

The building trades had a good month, most of the work being done in the colliery districts. Unskilled labour was very plentiful.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farming was carried on under very favourable conditions. Crops are well ahead, and it is many years since the country had such good prospects so early in the season. Hay will be abundant and all other crops above the average.

Fishing.—The fisheries have yielded better results this year than last. Phenomenal catches of mackerel were made along the southern shore; it was impossible at some points to handle all the fish that were taken. Lobsters were plentiful, while a fair amount of salmon and other fish were obtained.

CONDITION OF PARTICULAR TRADES.

The various skilled trades were, for the most part, actively employed.

WESTVILLE, N. S., AND DISTRICT.

Mr. Thos. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were fairly active, the mines working steadily, with an output about equal to that of the corresponding month last year, and the supply of labour about equal to the demand. Some collieries on the Island of Cape Breton were advertising for men, viz., Port Hood, Mabou and Port Morien. The Trenton Steel Company was not busy, but expects to be shortly. The copper smelter at Pictou is quiet at present. There has been considerable prospecting in this and adjoining counties for copper, with good showings at Polson's Lake, Antigonish County. The Sutherland Rifle Sight Company is very busy manufacturing the new sight.

Operations on the new post office were suspended owing to the lack of suitable brick.

Contractors were busy constructing a new rifle range near Stellarton and Westville.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crops were well advanced. The hay crop, if the present favourable weather continues, will be the best in many years; grains also look well.

Fishing.—Good catches of cod, lobster and mackerel were reported, and at Pictou preparations were being made for cold storage of these catches.

Mining.—Shipments for the month amounted to about 50,000 tons. The Acadia Coal Company is considering the advisability of opening up a section of its mine which was abandoned some years ago; it will greatly add to the company's output.

Railroad employment.—Men were employed putting up new fences along the Intercolonial Railway.

CONDITION OF PARTICULAR TRADES.

Active conditions prevailed, particularly in the preparation of foods. Unskilled labour found employment steady.

HALIFAX, N. S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during the past month has not been up to expectations. While work has been pushed forward on a number of buildings and repairing contracts, giving employment to a good number, there has not been much activity shown on some of the big contracts. Work on the waterfront has been active, but the same cannot be said with reference to the work of repairing and cleaning the streets under the control of the city works department. The new city council are en-

deavouring to reduce the city rate established by their predecessors. Although the fortnightly pay of the works department was \$7,850.00 on June 12, and \$5,627.74 on June 26, the department contemplate the laying off of some 50 men. During the past year the work done by the city consisted of 75,000 square yards of pavement, \$8,700; permanent pavement, \$83,000; new sewers, \$77,000; new railing around public gardens, \$12,000; new engine houses, \$37,616.

A little over a year ago, the Silliker Car Co., began operations on the erection of its works, and made such progress that it was decided to hold a public opening. The opening was held on June 25, when the factory was thrown open to the public and an informal at home was held, at which addresses were delivered by the Lieut.-Governor of the Province, the Mayor of Halifax, C. J. Silliker, president of the company, and others. The new industry is now running to its fullest capacity, and employs upwards of 200 hands. Among the products exhibited was the first car ever built in Halifax. Other cars are in course of erection, and orders are pouring in to the works, which numbers ten departments.

The city council at its session on the 26th June unanimously granted \$500 to be expended jointly by the council and the Trades and Labour Council in entertaining the delegates to the Trades and Labour Congress of Canada at the meeting to be held in September.

There was a slight difficulty between the management of the Dartmouth ferry and the engineers of the line. Last August the engineers agreed to a reduction in pay from \$67.00 to \$65.00 per month in consideration of shorter hours. Since that time their work has increased, and they asked that the rate of \$67.00 per month be restored, this being the same pay they received some 14 years ago, with 25c. per hour for shop work. Subsequently, four stopped work. This only left the chief engineer to operate the steamers, and as there was much difficulty in handling traffic, there was a consultation held between the management and the engineers on June 25, when the increase was granted and the engineers

resumed work. The engineers had not immediately left work, as they might have done, but worked several hours so as not to have the line completely stopped. This no doubt greatly expedited the settlement.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to the excellent weather, everything gives indication of a bountiful harvest.

Fishing.—As far as local men are concerned, the month has been about the average, but reports along the coast indicate some fine catches being made. In one case (near Cape Canso) fishermen were compelled to leave the fish in the nets owing to difficulty in obtaining sufficient salt. The report of the dry and pickled fish business of the city of Halifax as submitted to the Board of Trade at its annual meeting, says:—

“Trade conditions in the dry and pickled fish business of Halifax for 1907 were not satisfactory. The supply of dry fish was short right through the season, resulting in keen competition in buying and consequent high prices. Margins of profit were small and a considerable amount of business turned down altogether for lack of suitable stock. In October, November and December there were large arrivals of out of condition fish, resulting in a drop on the soft cured article of from 50 to 75 cts. per qtl. Wet weather prevailed all through the summer and autumn along the Atlantic seaboard, with the result that it is estimated that in Newfoundland and Canada some 150,000—200,000 quintals of out of condition fish will have to be held over until spring. The artificial driers at present in operation are not nearly adequate to cope with the situation. The quantity of dry fish exported from Halifax in 1907 was probably 25 % under the average of the previous 10 years. The shortage of stocks has had one beneficial effect, in that to a much greater extent than usual, shipments have been made on orders. Demand has been good in foreign markets, dry-fish being easily placed wherever merchants had it to offer.”

Manufacturing was above the average, woodworkers, shoemakers and others having a good month.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons are still out owing to the difficulty re the eight-hour day. Only about 10 per cent were employed. Carpenters and joiners had a fair month. Lathers and plasterers were dull. Painters, decorators, etc., had a good month. Plumbers and stone-cutters had a fair month, but builders' labourers were much duller than usual.

Metal.—Boilermakers, blacksmiths and

kindred lines had a quiet month, with other lines normal.

Printing.—Printers, pressmen and book-binders had a fair month, but there was a decided falling off from the conditions of May.

Clothing.—Journeyman tailors and garment makers were busy in the custom branches, but the ready-made departments were dull.

Unskilled labour reported a falling off from last month.

Other lines were normal.

AMHERST, N. S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The local labour market is suffering from depression. Last year building operations were brisk, workshops were crowded with men, and civic improvements were being carried out on a large scale. As a result, there was a great influx of population. The consequence is that to-day the labour market is glutted, although no established industry has closed down. However, there are signs of improvement. The Robb Engineering Company, which for the past two months has been only working four days a week, is now working full time. The Car Works Company has reduced the number of hands employed, but it still has some contracts on hand. The collieries in the vicinity of Amherst were exceedingly active, and have furnished employment to many men that would otherwise have been out of employment. More miners are needed in this section. The Bank of Nova Scotia has moved into its new premises on Victoria street. There was less building in Amherst this year than for many years past; still there are signs of progress, and the manufacturers are hopeful of the future. None of the manufacturers are making surplus stock; hence there is no over-production, and the general feeling is that there will be a brightening of conditions in a few months.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—June was a busy month. Seeding was finished, and there is now every indication of an abundant harvest. The hay crop is already well advanced, and there is every prospect that the season's returns will be ahead of any year in five or six years past. In some parts, the canker worm has been doing damage to orchards, but on the whole the outlook is bright.

Fishing.—The catch so far has been most abundant. The lobster catch is the best for three or four years, and exceptionally high prices are being paid for the output of the cannery establishments. Mackerel, herring, gaspereaux and shad were abundant.

Lumbering.—The lumbering industry is passing through a period of depression; shipping will be about one-third of the average of other years, and the summer operations will be limited.

Manufacturing.—Business was not up to the average. The boot and shoe factory has employed its full force of hands all summer, and there is no scarcity of orders so far. The woollen industry holds its own, but the Car Works Company has materially reduced the number of its employees and is receiving few orders. The Malleable Iron Works Company has practically closed its plant.

Mining.—This industry was exceedingly brisk, with a great demand for experienced miners at Maccan and Springhill. Unskilled labour, also, could find employment in these sections.

CONDITION OF PARTICULAR TRADES.

Work was very dull in the building trades, and the same condition prevailed in a number of the metal and engineering trades, though improvements were reported in certain shops. The local supply of workmen more than met the demand. Conditions in the woodworking trades were more or less dull, wages remaining the same as last month, but lower than in the previous year. Printers found employment brisk, but no demand for additional labour. The clothing trade was fairly active, with wages the same as last year. Trunk and bag manufacturers

reported a good month, with no special demand for extra labour. The unskilled labour market was glutted, but the coal mining industry is gradually absorbing those out of employment. The outlook for this class for the summer is dull.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during June was satisfactory, supply and demand being well balanced. Skilled workmen were steadily employed, but the demand for unskilled labour was slightly below the supply. In Charlottetown, the new railway wharf, the railway freight sheds, the Provincial Infirmary and the new Bank of Montreal were the principal works under construction. In Summerside the installation of the water-works system was in full progress, and the breakwater and a number of new buildings were in course of erection. Wholesale and retail merchants reported conditions normal, and the promise of good crops lent an optimistic tone to the commercial situation throughout the province.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The end of the month saw all the crops in with the exception of a portion of the turnips. The weather was very favourable for growth, and the prospects are good for a big yield. The exodus of young men to the States and to the West was not so great this year as last, and there were not so many complaints about the scarcity of labour. The cheese season opened with unusually high prices, which promise to hold for some time.

Fishing.—The lobster catch was not as great as last year, but the increase in prices will compensate for the shortage.

Manufacturing.—The different factories were carried on under normal conditions.

Railroad construction and employment.—Work was in progress on the railway wharves at Souris and Charlottetown. In the latter, the freight sheds were being removed, remodelled and rebuilt on concrete foundations. A complete water system is being installed.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers and plasterers, were busy. Painters, and paper hangers, plumbers and stone cutters were active. The supply of builders' labourers slightly exceeded the demand. The metal wood-working, printing and other skilled trades were active. Work on the city streets and on various public works throughout the province, furnished employment to a large number of men, but generally speaking the demand was not equal to the supply.

MONCTON, N. B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Between 600 and 700 men employed upon the I.C.R. new shops; 100 men and a number of teams in the construction of yards; about 400 men at work upon the eastern end of the Moncton-Chipman section of the G.T.P., railway; and 270 upon I.C.R. double tracking; all this special work, coupled with building operations upon a scale more extensive than last season's, and with local manufacturing industries running on full time, gave an impetus to the activity of the labour market and to general business, far in excess of that of the corresponding month of last year. Forty-eight building permits have so far been issued, comprising one bank, several tenements and private residences. About 20 dwellings and one church are in course of construction in the various suburbs. The steel frame work of the new locomotive shop is completed and the concrete work is being done. Several new machines have also been installed in the

planing mill and repair shop. The scarcity of labour which very much handicapped last season's operations has not been felt, and supply and demand appear to be fairly well balanced, with wages slightly lower than last year. Free mail delivery is to be established in the city at an early date. The streets have been labelled and the houses numbered. A large demand for houses still exists and the supply is quite inadequate. Good houses rent from \$20.00 to \$25.00 per month, ordinary ones and tenements from \$15.00 to \$20.00, and flats from \$12.00 to \$15.00. A class of houses for workmen at about \$12.00 per month is much needed. Freight traffic on the I.C.R. has been somewhat slacker than early in the season, but passenger traffic with the advent of warm weather is increasing. Retail trade has been especially active and shows an excess over last season. Wholesale trade is also in a healthy condition. The closing hours of city barbers are 6 p.m., Monday; 12 p.m., Saturday, and 9 p.m. other week day evenings. The wholesale dealers have extended the Saturday half holiday to their clerks. I.C.R. shop-men also have the Saturday half holiday privilege during the summer. The city dentists have announced that they will close at 2 p.m. Saturdays. No other material changes in hours of labour or rates of wages were noted. There has been no unrest among employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy and crop conditions excellent, but the acreage is somewhat less than that of last year owing to the unusually wet weather of last autumn hindering plowing. Hay promises to be a heavy crop and grain, potatoes and fruit also look well. A shortage in farm help still exists and will be more acutely felt as the haying and harvesting season advances. Wages paid to experienced men range from \$20.00 to \$26.00 per month and board. Cheese and butter factories are active. Beef is scarce and high, Hay is plentiful at \$10.00 and \$12.00 per ton, loose. Oats are 60 cents per bushel, butter 20 cents per pound, and eggs 18 cents per dozen.

Fishing.—The lobster fishing season closed on the 15th inst.. Catches all along the Gulf shore were good and the season's pack at the various factories is up to the average. Herring were also taken in abundance. Mackerel were plentiful, and shad fair.

Lumbering.—Sawing is well advanced and shipping fair.

Mining.—A New York syndicate has purchased the copper mines near Alma and intends to operate on a large scale at an early date. These mines have been closed for about two years.

Railroad construction.—Work upon the Moncton-Chipman section of the G.T.P., is being actively pushed. Rails of the construction track were laid into the city on the 23rd inst. and several steamshovels and gravel trains are working at intervals excavating and filling. About 270 men are also working on the double tracking between Moncton and Painsc. On the International Ry., about 1000 men are employed.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers were quiet, and masons were busy. Carpenters and joiners of all classes were finding ready employment, rough carpenters at \$1.75 per day, ordinary carpenters at \$2.00 to \$2.25, and foremen at \$2.75 to \$3.00. Plasterers, painters, decorators and plumbers were all very active as were also, stonecutters and builders' labourers.

Metal engineering and shipbuilding.—Conditions were very favourable.

Woodworking and furnishing.—All classes were very active.

Printing and allied.—Printers, pressmen etc. were active and in good demand.

Clothing.—Journeyman tailors were active as were garment workers and milliners.

Food and tobacco preparation.—These trades were normal.

Leather.—Quiteness prevailed.

Miscellaneous.—Barbers were very active and in good demand. Clerks and stenographers were busy. Hotel, restaurant and theatre employees were active and laundry workers rushed.

Transport.—Quieter conditions in freight transport prevailed, and railway

crews were less active than in the early spring months. Carters, teamsters and expressmen were very busy.

Unskilled labour.—Very active conditions prevailed, the demand being much greater than last year. The supply has also proved greater and no difficulty so far has been experienced in meeting the demand and at prices from 10 cents to 25 cents per day lower than last season's wages. Current rates are \$1.50 per day.

DISTRICT NOTES.

Sackville.—Twenty-five men are now employed in the Woodpoint quarry. Owing to the dullness of the United States market the plaster quarries at Pink Rock are not being operated this season. Tenders are being asked for the erection of new freight sheds. The town assessment for the year is \$13,243 being slightly in excess of the last roll.

Dalhousie.—The Dalhousie Lumber Co., is erecting new sawmills to replace those burned last fall.

Campbellton.—Trade along the Bay des Chaleur was embarrassed by the loss of the Str. *Lady Eileen*, plying between Campbellton and Gaspe, which was wrecked at Newport on the 6th inst. She was valued at \$90,000. A vote is to be taken on the question of Harquail Co. receiving a \$5,000.00 bonus and exemption from taxation upon their rebuilding their woodworking factory recently destroyed by fire.

Bathurst.—The Nepisiguit Lumber Co., capitalized at \$100,000 has purchased the lumber limits and mills of O. F. Stacey Co. The mills will be modernized and the output exported to New England points.

NEWCASTLE, N.B., AND DISTRICT.

Mr. James Falconer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

In the village of Millerton the building trade is quite brisk; a large paper factory

is under construction besides a number of tenement houses. Several small steamboats have been built this season. A large amount of pulp wood has been shipped to the United States. Wages are about 15 per cent lower than in 1907. The common rate is \$1.50 per day of ten hours. The labour supply is up to the demand. There is very little demand for farm labour.

ST. JOHN, N. B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued inactive, very little work being done by ship-labourers, bricklayers and unskilled labourers. Hilyard's mill started sawing June 8, but the shingle sawyers did not go to work. Several of the mill owners are filling their orders for shingles from other places. Moore's sawmill at Pleasant Point started on June 3. Some of the mills are not working full time. One of the largest pulp wood contracts ever signed in this province was consummated June 6, and involved a consideration of over \$150,000. The steamer "Aberdeen" was burned to the water's edge at Cole's Island on the night of June 16. Bank clearings for the four weeks ending June 25 were \$5,168,725, and for the corresponding period last year \$5,447,589, being \$278,864 less in 1908 than in 1907, and \$494,612 greater than for the four weeks ending May 28 of the current year. The annual meeting of the St. John Railway Company was held June 10. The directors reported a net profit on the year's business of \$51,879.58, out of which two half-yearly dividends of three per cent have been declared, amounting to \$48,000 leaving a balance of \$3,897.58, which has been transferred to profit and loss account. The hardware stores and blacksmiths have again adopted the Saturday half-holiday for the months of June, July and August. A new portable mill is being erected on the Lepreau river. The new mill will have a daily capacity of

25,000 feet of long lumber, and has about 5,000,000 feet of logs to saw this year.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—A heavy run of gaspereaux struck in during the first of the month, and the fishermen in the harbour had a busy time; one boat brought in 3,700. The wholesale price was 50 cents per hundred. The run of salmon was also good, and retailed at from 17 to 25 cents per pound.

Lumbering.—About 25,000,000 feet of logs of last winter's lumber cut are hung up on the St. John river and its tributaries. It is thought that had it not been for the breaking away of several big dams, practically all of the lumber on the Upper St. John and its tributaries would have come out. The sale of timber limits belonging to the estate of R. A. Estey took place at St. John on June 11. The limits were offered in three lots, the first being two miles on Four Brooks, a branch of the Galquac River, and was sold for \$50; twelve miles on Rockaway river, Madawaska, sold at \$100; and the third lot, containing 68½ miles, on Green river and vicinity, was withdrawn at \$8,000. A sale of no mark and mixed logs took place June 17, at St. John. The spruce, amounting to 21,264 feet, was sold at \$11.25 per thousand—two-thirds price for battons and fir; 12,873 feet of pine brought \$7, and 18,600 feet of cedar \$7 per thousand. Wages being paid men of the St. John River Log Driving Company are less than they were last year. This year \$1 per day and board is being paid for ordinary labour, while last year \$1.25 and board was paid.

Mining.—Negotiations are about completed for the purchase of the copper mines at Goose Creek, owned by the American Copper Company.

Railway construction.—Eighty Italians passed through St. John recently on their way to Chipman to work as navvies on the Grand Trunk Pacific. An appropriation of \$62,000 has been made for the present summer's work on the New Brunswick Southern Railway.

CONDITION OF PARTICULAR TRADES.

In the building trades, bricklayers, carpenters, painters and plumbers were

active, but stone-cutters and builders' labourers were dull. Conditions were active in the metal, food and tobacco, and printing trades, and busy in the clothing trades. Woodworkers were active and broom and brush makers busy. Railway, street railway and steamboat employees had a good month. Unskilled labour was dull.

DISTRICT NOTES.

Fredericton.—The New Brunswick Telephone Company held its annual meeting on June 10; an equalization of rates was decided upon. A dividend of six per cent was declared payable after June 9. The Hartt Boot and Shoe Company's factory has been running only four days a week since the commencement of the summer owing to general depression in business. On June 9, the management definitely announced that the factory would run about full time. The John Palmer Company, Limited, has decided to cut down the number of employees by 20 per cent. The annual meeting of the stockholders of the Fredericton Gas Company, Limited, was held June 11. The report of the directors recommending a 6 per cent dividend on the capital stock of \$50,000 was adopted.

Hartland.—There is a demand for live beef, which is scarce and high, the price being \$7 and \$8 per cwt. The C. P. R., will shortly begin at a mile north of Hartland and relay the old 54-pound rails with 70 and 73-pound rails, going north as far as Bristol. The Agricultural Commission held its second meeting here June 24.

Milltown.—The St. Croix cotton mill shut down June 20 for several weeks while repairs are being made and new machinery added.

St. George.—A strike of the granite cutters took place June 1, for an eight-hour day.

St. Mary's.—The water and fire commissioners have decided to issue \$10,000 debentures authorized at the last session of the legislature to complete the water system of the village.

QUEBEC, QUE., AND DISTRICT.

Messrs. Edward Little and P. J. Jobin, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was little change in the labour market during June, compared with May, conditions being fairly active. The building trades were less active than a year ago, though a number of new buildings were going up and carpenters and painters were busy. Preparations in connection with the Tercentenary celebration caused a brisk demand for the latter classes. Skilled labour has maintained wages rates, but there has been a decided downward tendency in the wages of unskilled employees. There have been no labour disputes during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Sowing was completed somewhat later than last year, but the outlook is more favourable than in 1907.

Lumbering.—Most of the large mills of the district have commenced cutting, but the cut will not be so heavy as last year.

Railway construction.—The demand for labour has been active. Messrs. Dus-sault and Powers, contractors of Levis, have just been awarded the contract for the fifteen miles extension of the Quebec Central Railway from St. George, Beauce, to St. Justine. The cost of the extension will be \$300,000.

CONDITION OF PARTICULAR TRADES.

Except as above mentioned, the building trades have been quiet. Conditions in the metal and printing trades were busy, and woodworkers were active. Tailors also were active, but boot and shoe workers were quiet. Cigarmakers and leather workers were also quiet. Hotel and restaurant employees, laundry workers, railway employees, cab drivers, etc., had a good month. Shiplabourers, longshoremen and unskilled labour were quiet.

THREE RIVERS, QUE., AND DISTRICT

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

General labour was well employed during the first half of the month, an increase in activity having taken place since May, though the month was not as active as June 1907.

The most prominent feature of the month was the disastrous fire of June 22, which burned to the ground the whole of the business portion of the city, including 10 hotels, the post office and other government offices, a Roman Catholic church, telegraph and telephone offices, and all hardware, dry-goods, grocery and other stores. The damage done was very heavy. Over \$1,000,000 insurance will be obtained, but this will only cover a portion of the losses. Notwithstanding the severity of the blow, steps were immediately taken towards the rebuilding of the city, and several wooden business structures were already under erection at the close of the month. The effect on business was for a time disastrous, but the five banks which were burnt down had re-opened offices on the 29th of the month, and a few wholesale and retail firms had already established warehouses and stores in the new district. Carpenters were very busy rebuilding.

Rates of wages were generally about the same as last year, although the supply of labour is larger, enabling employers to select a better class of workmen.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to the fine weather farmers reported everything growing well, although rain would be beneficial.

Fishing.—Some good catches were made and prices were high.

Lumbering.—The sawmills have all commenced work; about the same rate of wages as last year is being paid.

Manufacturing.—The factories were busy, but not so busy as during June, 1907.

Railway construction.—The Canadian Pacific railway is strengthening its iron bridges on the St. Maurice, Batiscan and other rivers. Three separate gangs of men were at work and were equipped with the most modern tools, powerful derrick, compressed air drills, etc.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, lathers, plasterers, plumbers and gas fitters were fairly busy before the fire, but have had little to do since. Carpenters, joiners and helpers on the other hand have more work than they can do since the disaster.

Metal, engineering and shipbuilding.—Quiet conditions prevailed.

Woodworking and furnishing.—Woodworkers, carriage and wagon makers were very active.

Printing.—Printers, pressmen and bookbinders were active.

Clothing.—Quiet conditions were reported.

Food and tobacco preparation.—Trade was fairly busy the first portion of the month, but very quiet since the fire.

Miscellaneous.—Barbers reported a good month. Hotel employees had a busy month prior to the fire, when 10 out of 12 hotels were destroyed.

Transport.—These trades were rather quiet during June, compared with the corresponding month of 1907.

Unskilled labour was in fair demand during June, but the demand increased after the fire.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during June have been more active than for some months past, and as a result there were few idle men. The machine shops are not laying off so many men as heretofore. Orders

are coming in, and with the work in view it is expected that the shops will soon be running with a full equipment of help. Building operations are fully up to those of last year. Work is being rushed on the Fairbanks shops,, and the contract for the new shops of the Improved Paper Machine Co. was let. The company expects to begin turning out work in October. There is a good demand for unskilled labour. The city water department gives employment to a large number of men, and the light department also has a large gang engaged on the extension of the gas mains. There are a few idle men, but they are composed chiefly of newcomers. The work at the railway station is improving, and several hands that were laid off from the freight offices and freight sheds have been called back again. The wholesale clothing trade has not yet got back to the position it was in this time last year, but shows an indication of steady improvement, and the wholesalers report business as good. Retail merchants also report business good.

The city valuers have completed their work, and state that the valuation of property and number of residents will show an increase. They did not find an empty house in the city. More houses are needed, but prospective builders hesitate to give out contracts owing to the high price of material and labour. So long as the present high price for pulpwood lasts, there will be no lessening of the price of lumber for building purposes. The by-laws to give a bonus to the Improved Machine Co., of Nashua, H.W.H., and exemption of taxes for ten years to Alex. Ames & Son's cold storage plant were carried by substantial majorities.

The city council will submit a by-law to the ratepayers providing for the issue of city debentures to the amount of \$500,000, denomination \$1,000, term 25 years, bearing interest at $4\frac{1}{2}$ per cent, payable half yearly. The principle items making up the half million are: \$170,000 for electric plant purchase debentures; \$115,000 unsold 4 per cent bonds, which will be cancelled; \$20,000 old bonds now payable; \$20,000 for Fairbanks site; \$27,300

for sidewalk and sewer extensions, and \$127,250 for waterworks extensions.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Reports from various parts of the township tell of bright crop prospects. Hay promises to be a heavy crop, and the grain and other crops are looking well. Haying was general at the close of the month.

Lumbering.—The sawmills are running to full capacity, and the demand for the output is good.

Manufacturing.—Factories are running full time, but orders at the woollen mills are not heavy. The bobbin factory is fully employed. The cigar factories are now running five days a week. The sash and door factories were somewhat quiet, but orders are coming in so that they will be running with full staffs next month.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, carpenters, joiners and builders' labourers were active. Plumbers, painters and decorators were quiet.

Metal and engineering.—Iron moulders, machinists and blacksmiths were quiet. Electrical workers and jewellery workers were active.

Woodworking.—Woodworkers were quiet. Upholsterers, wagon and carriage makers were busy.

Clothing.—Journymen tailors were active. Garment workers were quiet.

Food and tobacco preparation.—Bakers and confectioners, icemen and butchers were busy.

Miscellaneous.—Laundry workers, hotel and restaurant employees were busy.

Unskilled labour was busy.

DISTRICT NOTES.

Asbestos.—Over 40 men have arrived and are working on the extension of the Asbestos Co.'s railroad.

South Durham.—The Dominion Sand and Stone Co., of Montreal, have purchased 20 acres of gravel pit land and

have installed an engine and machinery for sifting the gravel, which furnishes employment to upwards of fifty men.

Rock Island.—Goodhue's Overall factory, which has been closed down for a week, is again running.

Megantic.—Work at the Marsboro gold fields is progressing. An engine has been installed and steam started. A boarding house has been erected for the men employed at the mining, and the prospects are very bright.

Magog.—The cotton industry is still quiet, and the Dominion Textile Factory here is running on short time.

STE. HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the outside trades were fairly good in June, but the local supply of labour was more than sufficient for the demand. In the boot and shoe industry the month was a quiet one, the two factories working only five days per week and orders being light. The iron industry had a prosperous month, the shops having worked full time with complete staffs. There was much activity in the leather industry, and a busy fall is anticipated. Sash and door factories had sufficient work to employ full staffs. The corset factory was very quiet, there being considerable lost time. The organ factory was active. The Emporium cigar factory re-opened its doors; fifty hands were re-engaged. The clothing factory was busy. A large number of men were employed on the improvements to the cathedral. The biscuit factory had an excellent month. Retail trade improved somewhat as compared with the preceding month. Unfavourable conditions still prevailed in the wholesale trade, but commercial travellers found the situation improving. The banks reported an active month, with easy collections. The woollen factory had a fairly active month. The labour difficulties which commenced

in this factory on May 11, have not yet been settled; the company has been replacing the strikers by other hands as the want was felt. There were from 375 to 400 hands employed. A large number of the old hands have returned to work. There were no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were prosperous. Hay has a good appearance and an abundant crop is expected throughout the district. Fruits and vegetables found a ready sale. There was a fair demand for farm hands, but the supply was sufficient. Garden produce sold well.

CONDITION OF PARTICULAR TRADES.

Building.—Building was more active than in May. Carpenters, painters and plumbers were busy. Bricklayers, masons, stonecutters and builders' labourers were quiet.

Metal, engineering and shipbuilding.—These trades had a fairly active month.

Woodworking and furnishing.—Busy conditions prevailed.

Printing.—These trades were fairly active, with good prospects.

Clothing.—Journeyman tailors and garment workers were very active.

Food and tobacco preparation.—Bakers and confectioners were active. Butchers had a good month. Ice deliverers were busy and cigarmakers fairly busy.

Leather.—These trades reported a good month.

Miscellaneous.—Active conditions prevailed.

Transport.—Railway employees, cab drivers, draymen and teamsters were very active.

Unskilled labour.—Unskilled labour was fairly busy, but there was no demand for additional hands.

DISTRICT NOTES.

St. Johns.—The reconstruction of the works of the Standard Drain Pipe Company, burnt down some time ago, was going ahead rapidly. It was stated that

these works when finished will double the output of the company, and probably 200 instead of 100 hands will be employed. Shipping at this port is increasing.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market improved somewhat in June, especially in the building trades. The Canadian Pacific Railway Co., has re-engaged a number of men to work in the Angus shops. The steady growth of the city, the confidence of investors and the increased demand for housing accommodation has increased suburban development and the division of farm lands into building lots.

Sales of real estate in the suburban municipalities, recorded in the registry office, amounted to \$578,444, divided as follows: Longue Pointe, \$29,810; Maisonneuve, \$195,987; De Lorimier, \$39,582; town of St. Louis, \$183,850; Outremont, \$8,327; Notre Dame de Graces, \$52,263; St. Pierre aux Liens, \$1,500; Montreal west junction, \$3,743; Westmount Plateau, \$8,575; Verdun, \$34,318; Côte St. Paul, \$1,905; Boulevard St. Paul, \$18,574.

Building permits to the number of 248, of the value of \$659,580, were issued during May. The Imperial Locomotive Co. has started building large shops at Lachine. The barbers at Maisonneuve have protested against Sunday labour, and have petitioned the municipal council to pass a by-law similar in nature to that in force in Montreal, closing barber shops and hair dressing establishments on Sundays.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The locomotive works and the Angus shops of the Canadian Pacific Railway

Company, which for the past six weeks were running with a quarter staff, have re-opened. The locomotive works have obtained contracts for nearly 150 locomotives, 100 for the Canadian Pacific Railway and the balance from other railways. In consequence, 600 hands have been taken on for both night and day work. At the Angus shops, 200 men were taken on at the end of the month. During the month of May, the number of building permits issued was 156, valued at \$509,960, compared with 231, valued at \$1,870,465 in May, 1907. The report for the Montreal Street Railway for the past eight months shows an increase of 10½ per cent in earnings in 1908, as compared with the corresponding period of 1907.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Fruits and vegetables found ready sale.

Lumbering.—Lumber decreased slightly in price during the month.

Manufacturing.—Manufacturing establishments were fairly active.

CONDITION OF PARTICULAR TRADES.

Building.—About one-third of the bricklayers were on strike. Fairly active conditions were reported in other branches.

Metal, engineering and shipbuilding.—Steam engineers, electrical workers and linemen, boilermakers, shipbuilders, tool sharpeners and horseshoers were active. Coremakers, machinists, metal polishers, sheet metal workers and jewellers were busy. Iron moulders and iron workers were fairly busy.

Woodworking and furnishing.—Active conditions prevailed.

Printing.—These crafts were active.

Clothing.—Hat makers were active; other branches were busy.

Food and tobacco preparation.—Cigar-makers were fairly busy; other branches were active.

Leather.—These trades reported a busy month.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and restaurant employees were active. Furriers and theatre employees were dull.

Transport.—Steamboatmen and firemen, ship labourers, longshoremen, cab drivers, hackmen, teamsters and expressmen were active. Street railway employees were very busy.

Unskilled labour had a good month.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferrière, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was very active throughout June, factories making full time with complete staffs. All branches of industry, except mica, have become more active and the outlook is for a very busy season. There was marked activity in the building trades. The large demand for building stone kept the quarries on full time, and stone cutters were all employed. The wages paid were 44½ cents per hour. Contracts for several large buildings in Ottawa have been secured by Hull contractors. All available hands in this particular line were secured for work in Hull itself where building operations were very active. Wages are pretty much the same as last year, namely, 25 cents an hour for carpenters, 33 cents per hour for union painters, \$2.00 per 1,000 for lathers, and 44½ cents per hour for brick and stone masons. Messrs. Pépin and Caron, of Hull, have been awarded the contract for the construction of the Hull Normal School, a stone and brick structure, 155x90 feet, to cost \$60,000. Operations thereon have been started. Sub-contracts have been let for the excavations. A Hull contractor has obtained the contract for rebuilding the Sacred Heart church, in Ottawa, at a cost of \$103,000. A carefully prepared return of manufactured products turned out in Hull shows that 32 different industries are at work manufacturing an endless variety of goods. Out of population of 14,000, some 6,200 are workingmen. Among the leading firms are:

E. B. Eddy, with an annual output valued at over.....	\$4,000,000
Mathews Pork Packing Co., with an annual output valued at over.....	1,750,000

Woods,, Limited, with an annual output valued at over.....	1,000,000
International Cement Co., with an annual output valued at over.....	1,251,000
Gilmour & Hughson, lumber, with an annual output valued at over.....	1,000,000

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The fruit crop, which promised well a month ago, has been damaged by the persistent winds that have prevailed. Roots are looking well so far, but farmers are beginning to fear the effect of the prolonged absence of rain. There was frost between the 8th and 12th of the month; but farmers reported that crops were not damaged.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was quiet during June and unskilled workmen were unemployed to a considerable extent. For ordinary labour wages are about 10 per cent lower than last year. The civic corporation is paying \$1.75 per day for all its labour, this rate having gone into effect when men were plentiful last year and being maintained despite the dullness. The large lumber mills are paying about the same rates as last year, but owing to the larger supply of men they have a chance to select better hands. The return of river drivers at a comparatively early date increased the quantity of that class of labour in the city. Some of the lumbermen have enough logs on hand to enable them to leave the whole of last winter's cut in the streams. Few men are being hired in the city for outside places. In the case of a railway gang sent to McDougall's chutes last month the men were hired for \$1.50 per day without board, while \$1.75 was the ruling figure last year. The Ottawa Electric Railway Company gave employment to 50 men during most of the month building a loop line. The company had projected an extension to the Experimental Farm about a mile long,

but it was abandoned when the city would not compel the Grand Trunk Railway Company to widen a passage under its bridge on the route of the proposed line. The company intends to build on some other right-of-way. The city council appointed a committee to negotiate with the Electric Railway Company for the extension of its lines two or three miles to reach the cemeteries.

In closing an agreement with the Grand Trunk Railway Company the city, council by a vote of 15 to 2 declared in favour of having the government fair wage clause inserted in the agreement between the city and company by virtue of tax exemption the railway company will enjoy. The only opposition to the fair wage clause was based on the fear that the company might drop the million dollar hotel proposition altogether and build a less costly station. A civic deputation accompanied by labour representatives interviewed the company in Montreal and were told that the clause could not be inserted. At a subsequent meeting of the city council the agreement was approved without the fair wage clause by vote of 14 to 2. The company gave an assurance that preference would be given to Ottawa labour.

A moderate amount of labour is employed on building and most of the skilled labour is taken up. The city has a large gang extending the sewerage system in the newly annexed portion. About 100 men were employed by the Foley Construction Co. of Ottawa repairing asphalt pavements on Bank street. The Ottawa Electric Company laid aside \$250,000, part of which will be used in increasing its plant and equipment and making hydraulic improvements.

By increasing the wages of its 350 employees one cent an hour on June 1st, the Ottawa Electric Railway Company added \$10,000 to its annual pay roll. A similar increase was made a year ago, except that the advance granted by the company this time carries with it also free uniforms to all men over one year in the employment of the company. This latter concession benefits about 100 men. The settlement with the men was made after an investigation under the Industrial Disputes Act.

The men now receive 18½, 19½ and 20½ cents per hour for first, second and third year men respectively, working 10 hours per day. An additional two cents per hour is given for Sunday work.

During the month Bolton and Co., of London, England asked for a 10 days option on \$1,000,000, four per cent bonds at 97, and the Canadian Security Company applied for a 36 hours' option on \$570,000 four and a half per cent bonds at par, or half a point above. The Board of Control declined both offers preferring to put the bonds on the open market. A further evidence of the money market becoming easier was the voluntary reduction by Parr's Bank of London, England, from four and a half to four per cent, the interest on a \$700,000 loan to the city.

There were no strikes or lockouts in June.

The May Court Club of Ottawa on June 17 opened a dispensary in the city where drugs and medical advice will be furnished free to tubercular patients.

A coroner's jury in Ottawa on June 20, which inquired into the death of a child killed by a milk wagon recommended that boys under 14 should not be allowed to take charge of horses delivering goods. This was in view of the fact that an 11-year old boy was driving when the fatality occurred.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The crops in the Ottawa valley are in excellent condition although in the latter part of June farmers reported that more rain was needed. The dairy industry is buoyant, cheese on June 26 bringing over 12 cents per pound wholesale.

Lumbering.—The lumber manufacturers are keeping prices steady at almost last year's rates despite smaller purchases and dullness in shipping. A timber limit of 74 square miles was sold for \$871,500 in eight berths. All the prices were regarded by lumbermen as good. The wholesale dealers, manufacturers and limit holders have organized into the Canadian Lumbermen's Association for the purpose of guarding their interests in respect of legislation

eight rates, etc., The headquarters of the association will be Ottawa where a salaried secretary will be employed.

Manufacturing showed signs of improvement in the latter part of the month.

CONDITION OF PARTICULAR TRADES.

The building trades were steady, and the metal trades active. Woodworkers, carbuilders and clothing manufacturers were busy. Transportation was dull.

KINGSTON, ONT., AND DISTRICT.

Mr. Wm. Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was little change in the condition of the labour market during June. If anything, the opportunities for employment were slightly fewer than in the previous month and the corresponding month last year. The lateness of the season, the influx of immigrants, and the presence of a large number of unemployed sailors, together with the absence of extensive building operations, was considered the main cause of lack of employment in certain lines. In transportation, it was reported that the earnings of the various companies have been largely in excess of those of any corresponding period in recent years.

A statement was recently made to the effect that the Canadian Locomotive Works Company, had made cash disbursements to the workingmen and merchants, of Kingston, during the year amounting to \$457,000, exclusive of the cost of material necessarily purchased outside the city. During the past two years and a half this company has expended \$250,000 on extensions, and at least another quarter of a million dollars will be expended on the works. In a few years the company will probably employ about 1,000 workpeople. Notwithstanding the fact that locomotive building was practically at a standstill last year throughout America, the Kingston locomotive works remained busy.

Over \$1,000 is being expended in pointing up the exterior of the city buildings. During the month the tinsmiths of the city to the number of about 25 went on strike for shorter hours, up to the time of striking they were receiving \$2.25 for a 9-hour day, and they made a demand for the same wages for an 8-hour day, with time and a half for overtime after 5 o'clock; about seven firms are involved. The different firms were notified of the demands by the men some months ago. At the end of the month no settlement had been effected.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were extremely busy, and hopeful as to a bountiful harvest. The crops were looking well, but received somewhat of a setback for the want of rain. Hay which looked particularly good at the outset was badly affected; however, there was abundance of rain towards the end of the month. The crops promise splendid returns, with lots of help to harvest them.

Fishing was only fair.

Lumbering was somewhat quiet; while *manufacturing, mining* and *rail-road construction* work was active.

CONDITION OF PARTICULAR TRADES.

The building trades were rather quiet during the month, but towards the end of the month became more active. Active conditions also prevailed in the metal, engineering and shipbuilding, wood-working and furnishing, clothing and transportation, branches. Those employed in the printing, leather and miscellaneous trades were more or less busy, but unskilled labour was rather quiet, the supply being in excess of the demand.

DISTRICT NOTES.

The county council of the county of Frontenac voted \$1,700 to be expended in the purchase and improvement of certain county roads.

Cornwall.—Upward of two hundred men are working under the direction of an expert engineer repairing the Cornwall canal.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacLiamid, correspondent,
reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally, during June was not as well employed as in the corresponding month last year, especially unskilled labour. Owing to many new arrivals there was plenty of labour to supply the demand in all trades, with some surplus. The wages of unskilled labour have considerably decreased compared with the rate last year; then ordinary workmen received \$1.75 per day of 10 hours, they are now receiving only, \$1.25 to \$1.40 for the same work day. Work on the erection of the new drill hall and separate school gives employment to many skilled and unskilled workmen. Many private residences are under construction. The new Brass and Steel Works Company added a few additional workmen to its staff. The Belleville Rolling Mill Company gave employment to many iron workers, horseshoers and labourers. The Belleville Hardware Company, employing 90 hands, was busy and found it necessary to put a traveller on the road. The foundries were very busy with full staffs employed. The Belleville Portland Cement Company and the Lehigh Cement Company, each employing over 300 workmen, were very busy, the former running day and night. Merchants reported business good. Bank clearings were satisfactory. The opening up of the cheese industry is the means of circulating much money in the city. Both wholesalers and retailers had an active month.

CONDITION OF LOCAL INDUSTRIES.

Crops of all kinds were in splendid condition; fishing and railroad employment were quiet, also lumbering. As a rule, active conditions prevailed in manufacturing and mining.

CONDITION OF PARTICULAR TRADES.

Nearly all branches of the *building trades* were well employed. In the *metal*

and *engineering trades*, iron moulders and helpers, iron workers, machinists and engineers, brass workers, blacksmiths and boilermakers were all well employed, and horseshoers were active. Some of the trades were working overtime. In the *woodworking trades*, upholsterers, varnishers, polishers and woodcarvers were fairly active, carriage and wagon makers active, and coopers very active. The latter getting out cheese boxes and apple barrels. The *printing trades* were active, with bookbinders fairly active. Journeyman tailors had a very active month, all hands, both male and female, being employed; boot and shoe workers were fairly active. In the *food and tobacco preparation trades* bakers, confectioners, butchers and meat cutters, and icemen were active, and cigarmakers fully employed; while in the *leather and miscellaneous trades* activity was the rule, excepting with theatre employees, who were dull. Those engaged in transportation were fairly active, although not as active as this time last year. Unskilled labour was in fair demand, but there was a number unemployed.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. W. J. Johnston, correspondent,
reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During June, industrial operations were more active than in the preceding month except in a few establishments. Conditions in the building trades and among outside employees were very uncertain. Some of the building contractors were active, but the majority of them had little to do, though the hope is general that with a bountiful harvest conditions will materially improve. Construction work at various points on the Trent canal is progressing favourably, providing employment to large numbers of workmen. Rapid progress is being made on the erection of the new school, the Roman Catholic church and the drill hall. Tourist traffic is increasing daily. Wholesale and

retail trade was fairly active. Piece-work prices in several instances were being reduced, and in some departments men were being laid off for two and three weeks. There was no unrest in the labour market reported.

The Machine Telephone Company is actively engaged installing its system in outside places.

The Postoffice Department has distributed 44 additional letter and parcel boxes throughout the city, and in several suburban stores.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy preparing for the harvest. Crops were very promising. Prices of produce have been much reduced, and were as follows: Butter, 22 to 25 cents per lb; eggs, 19 cents per dozen; potatoes, 75 cents per bag; fowl, 80 cents to \$1.50 per pair; hay, \$15 to \$17 per ton.

In the *lumber* industry, a great deal of the cut in several mills was being exported, while local trade was only fairly active.

Manufacturing was active in some lines.

The *mining* industry was somewhat dull.

CONDITION OF PARTICULAR TRADES.

With the exception of lathers and plasterers, those engaged in the building trade were fairly active. Activity prevailed in the metal and engineering trades, except among moulders, iron workers and helpers, brass workers, and boiler-makers who found employment somewhat dull. Woodworkers were active, also varnishers, polishers and carriage workers. With others of the wood-working trades, dullness was the rule. Printers were fairly active. The clothing trades were active, and the same condition prevailed in the food and tobacco preparation, leather and miscellaneous trades, with the exception of bakers, confectioners, ice cutters and drivers who were busy, and furriers and theatre employees whose trade was more or less dull. Railroad workers were active, especially on passenger traffic, but freight traffic

was not so brisk, although much more active than during the preceding month. Unskilled labour was much better employed than in the month previous, but there were some unemployed.

DISTRICT NOTES.

Farming prospects throughout the district never looked better, but farm help is very scarce and it is difficult to obtain experienced men. The Peterborough cheese board recently sold 4,561 boxes of cheese at 11 15-16 per lb., an increase of 3-8 cents. The Lindsay cheese board sold 1,159 boxes at 11 3-8 per lb.

Port Perry.—A by-law is about to be submitted to the ratepayers for the purpose of guaranteeing the bonds for the Webber Gas Engine Company, of Kansas City, U.S., to the extent of \$40,000. The company asks the following consideration: The guaranteeing of \$40,000 bonds for 20 years; the providing of a free site of six acres, and total exemption (except school) from taxes. The company agrees to give first mortgage on the property and employ at least 40 hands.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was no important change to note in labour conditions during June. Some lines of manufacturing were more active than in May with skilled and unskilled labour in excess of the demand. A considerable proportion of the unemployed have obtained seasonable work in other than their regular trades. The building though improving as compared with the earlier months of the season, was still much less active than last year. Farm labour was in demand and has absorbed many of the labourers, but the greater number are either unfitted for agricultural work, or unwilling to leave the city.

The approximated value represented by

the building permits issued for May was \$1,216,982 as against \$2,557,964 for May 1907. The value of the buildings for which permits were issued for the five months ending May last was \$3,957,840, as compared with \$7,574,665 for the corresponding month of 1907.

By-laws to raise \$240,000 for a trunk sewer and \$750,000 for a water filtration plant were carried by the ratepayers on the 25th. On the final adoption of the by-laws by the city council tenders will be called for. The work on the trunk sewer may be let in sections and will give employment to a large number. The filtration plant will probably be procured in Britain, but the filtration beds will be made by local contractors.

The Bell Telephone Co., will erect a 5-storey building at a cost of \$250,000.

The gross receipts of the Toronto Railway Co., for May were \$300,263 as compared with \$279,773 in May 1907.

The total assessment of the Second Ward for 1909 is \$29,175,700, the amount last year being \$27,976,485. The population is 46,154 as against 44,465 for last year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busily engaged in haying, the crop being generally heavy. The grain crops and fruit were in promising condition. Owing to heavy rains pasturage in most sections was particularly good, and live-stock in excellent condition. Horses were in good demand and prices high.

Manufacturing.—The iron trade generally continued quiet with orders small as compared with last year. Other lines were more active with fewer men out of work than earlier in the season. Some new enterprises are being undertaken. The incandescent Lamp Co., has contracted for the construction of a factory to cost \$79,000. The Expanding Metal Co., will put up a building at a cost of \$20,000. A. A. Barthelmes & Co., piano action manufacturers will put up a 3-storey reinforced concrete factory building to cost \$19,000.

Railroad construction. The Canadian Pacific Railway branch between Toronto and Sudbury has been opened for traffic,

the first train direct from Toronto to Winnipeg over the C. P. R., leaving Toronto on the 12th. The road is 226 miles in length and cost \$11,000,000 and will effect a saving of 8 hours in the time between Toronto and Winnipeg, the trip occupying 36 hours.

CONDITION OF PARTICULAR TRADES.

Building.—Employment was more general than earlier in the season but a considerable percentage are still out of work more especially carpenters and builders' labourers. Painters, lathers, plasterers and interior workers generally, were better employed than in May.

Metal, engineering and shipbuilding.—Machinists were quiet with a number out of work. Moulders were somewhat unsettled owing to a strike at Weston, affecting about 40 men. Boiler-makers, sheet metal workers, electrical workers and structural steel workers had a fair month. Brass workers had steady employment. Jewellers and silversmiths were quiet.

Woodworkers.—These trades were generally well employed. Piano workers were quiet.

Printing.—Printers, bookbinders and allied tradesmen had fair employment.

Clothing.—Custom tailors were busy during the earlier part of the month, but slacker toward the close. Garment workers, boot and shoe workers, hat and cap workers had a fair month.

Food and tobacco preparation.—These trades had generally steady work. Cigar-makers were quiet.

Leather.—Harness makers and saddlers had a good month.

Miscellaneous.—Hotel and restaurant employees, barbers and laundry workers were well employed. Clerks, salesmen and stenographers were fairly active.

Transport.—Railway and street railway employees, expressmen and teamsters were actively employed. Sailors and longshoremen had plenty of work.

Unskilled labour.—Conditions were better than in May, but the unemployed were still numerous.

DISTRICT NOTES.

Weston. The strike of moulders employed by the Moffatt Stove Co., which

affected about 40 men is still on. A number of the strikers were arrested charged with assault upon the secretary of the company and six of the employees of the firm. The case was pending at the end of the month.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

On the whole the field of industry and labour showed little change between May and June. Some trades were busy; others were dull. It was the quietest June in several years. The contract for the building of the Cyanide plant was let and it was announced that ground would be broken before the end of the month. The original plans were enlarged and the plant will cost half a million dollars and will employ a large number of men. Some sewers and water mains were being laid, a small area of brick paving was under way in the Provincial park, and work was to be started on the Niagara river boulevard, from the Falls to Fort Erie, as soon as surveys were completed. Some fence-building was already going on. Contracts were let and work started on two new public schools. Live stock in transit via the Wabash railway will hereafter be unloaded, fed and watered here. The Grand Trunk Ry., Co., built pens for this purpose several months ago. The contract was let for an additional pump for the city waterworks.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The haying and gathering of early fruits gave much employment. Berry-pickers were called for and general farm labourers were said to be in demand. There was a heavy yield of hay. Grain promised well. Early fruits were very plentiful and prospects for later fruits and vegetables were good.

Lumbering.—The new factory of the Sanitary Can Company was running

overtime with forty-five men and fifteen girls employed. The silverware and cutlery factories were running only eight hours per day. The new canning factory advertised for a hundred hands when it commenced running. It had a busy month. The Scott Moffler Co., ceased to operate its factory. The building was taken by the new Spirella Corset Company. The experimental Electric Steel Plant with induction furnaces was placed in commission and a successful trial carried out.

Railroad construction.—No railroad construction was going on. There were several conferences of capitalists controlling railways centering here, and it was said that plans are maturing for the electrification of some lines now operated by steam, and for the building of another bridge across the Niagara river to carry electric traffic. Charters for the bridge have been secured and a site purchased on the United States side of the river.

CONDITION OF PARTICULAR TRADES.

Buildings.—Bricklayers and masons were fairly active. Some carpenters were idle. Painters were busy. Plumbers and allied trades were active.

Metal.—Conditions were favorable. Lightning damaged the electric equipment of the Ramapo iron works and hindered operation for a short time. Electrical workers were active.

Food and tobacco preparation.—Fruit canneries in the city and at *St. Davids* and *Niagara-on-the-lake* commenced the season's work, employing many persons. The canning season lasts between four and five months.

Miscellaneous.—The busy season for hotels, restaurants and outdoor amusement establishments was just opening.

Transport.—Railway and lake transportation was light, except during the militia camp at *Niagara-on-the-lake*. Electric railway men were active, many extra crews being engaged for the summer. Teamsters were busy.

Unskilled labour.—Many labourers were idle.

DISTRICT NOTES.

Chippewa.—Good progress was made with the erection of the electric smelting

plant here. Some machinery arrived and a quantity of Cobalt ore was awaiting the opening of the plant.

Welland.—The plant of the Ontario Iron & Steel Co., was re-opened after being shut down for a time for alterations. The foundry and rolling mill employ about two hundred men. The iron-bedstead factory was running overtime. Surveys were in progress for the proposed enlargement of the Welland canal. Contracts were let for some new sewers and sidewalks. A bank building and a number of houses were being erected. The steam laundry company failed and the plant was sold.

Port Colborne.—The new cement plant was running. Marine dredging in the canal gave some employment. Following a dispute with the management, fifteen of the fifty-five employees of the brass works quit work on June 8th, but returned to work on the 12th, under old conditions. The dispute arose out of a rule that the men are not paid for time lost when machinery is shut down for repairs.

Niagara-on-the-lake.—A by-law to exempt the canning factory from taxation was defeated at the polls. The factory is now open for the season, is much improved since last season and is providing considerable employment. The militia camp of 6,000 men made a busy month in the town.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was actively employed during June, and while there was a lessening of activity in some of the mills and factories, where the hours of employment were shortened, (one mill closing temporarily owing to overstocking and lack of orders) these conditions were balanced by increased activity in other mills and factories. On the 18th of June, fire destroyed the lower Lincoln paper mill, causing a

loss of \$45,000, and throwing 45 workmen out of employment, the company expects to rebuild at an early date. The usual summer early closing and mid-week half-day holiday for clerks and employees in stores, will be granted this year. During June 160 employees benefited by the arrangement and the number will be greatly increased during July and August. The St. Catharines District Trades Council passed a resolution favouring the closing of places of business earlier on Saturday nights.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers and fruit growers were busy, there being a full crop of strawberries and small fruits, for which good prices were realized. Experienced farm labour is in demand at good wages viz., \$25.00 to \$30.00 per month with board. Those not experienced do not readily find employment. Canning factories were working to fullest capacity, two having increased their staff of employees one hundred.

CONDITION OF PARTICULAR TRADES.

The allied building trades were active, but more work could be done than is at present on hand. In the metal, engineering and woodworking trades active conditions prevailed, also in the printing food and tobacco preparation, leather and miscellaneous trades. All branches of transportation were active to busy, being more active in June than in the preceding month. Unskilled labour was quiet, the supply exceeding the demand.

DISTRICT NOTES.

Port Dalhousie.—On the first of the month the Maple Leaf Rubber Company again commenced operations with a full staff of employees, after being closed down for repairs and owing to the high water level.

Merritton.—Employment generally was fair. The sulphite department of the Riardon paper mills closed down on the 20 of the month owing to lack of orders,

throwing 45 men out of employment. Steps are being taken by the municipality to own its electric lighting plant.

Thorold.—The municipal lighting plant is proving a success. The smelter of the Coniagas Reduction Company started operations on June 2, with a staff of 60 workmen; the initial test proved very satisfactory.

HAMILTON, ONT., AND DISTRICT.

Mr. S. Landers, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was fairly well employed, but there was still a large number of both skilled and unskilled men out of work. A charter has been granted to a company to be known as the Hamilton Tube Company, capitalized at \$50,000. The objects of the company are to manufacture, purchase, sell or otherwise deal in tubing of every description; and to manufacture, purchase, sell or otherwise deal in all other articles in the making of which tubing is required or can be utilized. The company has secured five acres and a half and will employ about fifty men at the start.

The Ontario Retail Coal Dealers' Association held its meeting in Hamilton on the 10 and 11 of June.

There was no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Manufacturing has not resumed its normal condition. In some industries, especially iron and clothing, it is still slack. Some of the metal industries are improving, such as the steel plant and harvester works.

CONDITION OF PARTICULAR TRADES.

Bricklayers, stone masons and builders' labourers were well employed, as there are a large number of dwelling houses under construction. Carpenters, plasterers and lathers had fair employ-

ment, while painters were busy. Fair employment was the rule in the metal and engineering trades, excepting with blacksmiths and steam engineers who were busy, and horseshoers who found employment slack. Printers on newspapers were busy and job printers and bookbinders, but pressmen had only fair employment. Journeymen tailors and boot and shoe workers found conditions fair, and garment workers were somewhat slack. Fair conditions prevailed in the food and tobacco preparation trades. The leather trades were active. The miscellaneous trades were busy and the same conditions applied to transportation. With unskilled labour employment was only fair.

DISTRICT NOTES.

Stoney Creek.—A new canning factory is being built. The excavations for the cement foundations are completed. The building will be in two sections, each 100 feet in length, and they will be built of reinforced concrete. The plant will be assured a plentiful supply of fresh water from nearby springs. The capacity of the plant in the canning season will be heavy, this will mean work for many hands, besides giving the growers a near market for their crops.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Generally speaking the condition of the labour market was not so favourable in June as during May. Two of the cordage and one of the fabric mills closed, and may not resume for six weeks; about 200 operatives are affected. One of the factories in the iron trades started on 8 hours per day on the 17th. The building trades are busier than was expected, and extensive civic street improvement work employed a large force of men. The rate paid by the city averages 16½ per hour, about 2c. per hour less than was paid last

year. Merchants had a fair month. Nearly all the merchants and all the barbers are taking the Wednesday half holiday during June, July and August. The moulders strike continues. Some time ago, a number of the striking moulders were committed for trial for "picketing." The cases came up several weeks ago, where it was found that no illegal act had been committed. It was not shown that "compulsion" or "restraint" had been resorted to by the men on strike.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy. The supply of farm labour more than equals the demand. Wages are about \$3.00 per month less than last year in many cases.

Manufacturing.—Conditions during the month were slack, with little immediate prospects of being busier.

Railroad construction.—Construction work on the Hamilton and Brantford radial continued. Passenger cars were running all month.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, joiners, lathers and plasterers, painters and decorators were busy. Plumbers, gas and steam fitters were active.

Metal.—For iron moulders and core-makers trade was dull. For machinists and blacksmiths trade was from active to quiet. Electrical workers, linemen, polishers and buffers found trade a little quiet, but stove mounters and sheet metal workers were active. Boiler-makers were working short time.

Woodworking.—Carriage and wagon makers, coopers and pattern-makers were active.

Printing.—The allied trades were fairly busy.

Clothing.—Tailors and tailoresses were busy to active at the close of the month.

Food and tobacco preparation.—Bakers, confectioners and butchers were busy. Cigarmakers and tobacco workers were active.

Leather.—Leather workers and saddlers were fairly busy.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and restaurant

workers were regularly employed. Laundry workers were active.

Transport.—Trackmen were active, as were also freight handlers. Street railway employees were actively employed. Teamsters and draymen were busy.

Unskilled labour.—There were a few unskilled labourers unemployed, but not many.

DISTRICT NOTES.

Paris.—The fabric mills ran steadily. Other factories were not very busy, but there were not many unemployed.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued in the same condition as in May, with slight changes in some lines of employment. Factory workers found employment slack in some lines, with short time and no noticeable demand for work people. With outdoor workers the season is not equal from an employment standpoint to previous years. No noticeable improvement has taken place. An amalgamation has taken place between Umlock Bros. and a Stratford Co., by which the latter will remove its 40 employees to this city. The London Machinery Co., will build new and large premises and its present building will be taken over by an American firm. Contracts are being let for improvements to the waterworks' system estimated to cost \$125,000, some of the work being already underway. The excursions to the Ontario Agricultural College this season were not as well patronized as in former years. Although the Retail Merchants' Association as a body, decided against the clerks' weekly half holiday this year some of the merchants as individuals will grant the holiday.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have started haying. An abundant harvest is looked for.

Manufacturing.—Manufacturing continued in about the same condition as in May.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, builders' labourers, painters and plumbers had an active month. There has been a fair amount of repair work.

Metal.—Iron moulders and machinists had a quiet month. Tube mill workers were active.

Woodworking.—Woodworkers, piano and organ workers, carriage workers and upholsterers were quiet.

Printing.—Printers were busy.

Clothing.—Tailors and garment workers had an active month.

Food and tobacco preparation.—Cigar-makers, bakers and confectioners had a busy month.

Miscellaneous.—Barbers, clerks, delivery employees, and hotel employees, had an active month owing to the excursion season.

Unskilled labour.—The supply still exceeded the demand.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during June was more active than in the preceding month, but did not compare favourably with the corresponding month of last year. The building of sewers and other local improvements gave employment to a large number of labourers, of whom there were ample to meet all demands. Some of the factories were active, but there was considerable short time worked. Both the Western Shoe Company and the Ahrens Shoe Company reported busy conditions. In the building trades there was little change from last month. Considerable progress was made with the construction of the new factory for the Kaufman Rubber Company, and the new Mennonite church. There are two new schools being

built in the district, one at Erdsville and the other at Rose Bank. Three heavy thunder storms passed over the district and did damage to barns and live stock.

CONDITION OF LOCAL INDUSTRIES.

Farmers were preparing for the haying. Old hay is selling at \$8.00 per ton. Manufacturing and lumbering were somewhat quiet, and railroad construction fairly active.

CONDITION OF PARTICULAR TRADES.

The building trades were not fully employed. While blacksmiths, boiler-makers and sheet metal workers were active, others employed in the metal trades were more or less inactive. In the woodworking and furnishing trades conditions were quiet, except in the case of upholsterers, and coopers who found conditions active. The printing trades were active, but quiet conditions prevailed in the clothing trades. Conditions of employment were somewhat quiet with those engaged in food and tobacco preparation, leather and miscellaneous trades, excepting broommakers, clerks, and delivery employees in the latter. Active conditions prevailed in transportation, but unskilled labour was poorly employed.

DISTRICT NOTES.

Preston.—Labour was poorly employed, one company laying off a number of its workmen. The foundries reported inactive conditions.

Galt.—Industrial conditions were somewhat quiet. The annual horse show was held during the month and was a great success.

WOODSTOCK, ONT., AND DISTRICT.

Mr. W. McElheran, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during June was not as active as in the corresponding

month of 1907. The unskilled labour market was overcrowded, the effect being that wages showed a decline. Last year labourers were in brisk demand at \$1.65 per day of ten hours, while this year the wage is \$1.50 per day to old hands, and \$1.25 and up to new-comers. The public works department of the city council did considerable local improvement work, giving employment to many workmen. The demand for good farm labourers was about the same as last year; but a falling off in the wage is reported. This year farm labourers get from \$15 to \$25 per month, with board; last year they received \$25 to \$35. There seems to be no difficulty in finding positions for competent farm hands. During the month contracts were let for the construction of the Grey memorial hall, work being commenced on the excavation; the estimated cost is \$15,000. Transportation companies did not report any improvement in business over the preceding month. Retail trade opened up somewhat better and continued steady. There were no labour troubles in any of the trades.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—All indications point to a good harvest. Fall wheat never looked better, and rain at the close of the month did much good. Roots and corn are in splendid condition, and promise good yields. The price of butter took a drop of two or three cents towards the end of the month, as did eggs, the latter selling at a cent and a half a piece, retail.

Manufacturing.—Implement dealers reported spring and summer deliveries, but slightly lower than last year. Manufacturers are still cautious, with the result that no new hands have been taken on, while from some quarters came the report of additional lay-offs. The local factory of the Canada Furniture Company posted a notice that after June 30 the factory would close down for one month for stocktaking; this is the usual time for this factory to take stock. About two hundred and twenty men will be affected.

CONDITION OF PARTICULAR TRADES.

The building trades were quiet, with a few exceptions. On the few jobs under-

way it was found hard to get competent skilled labour. The wages paid hod carriers and bricklayers' labourers, 25 cents an hour, attracted a number of men, who on trial proved incompetent. Painters and decorators were all busy, plumbers all employed, and steam-fitters active. In the metal and engineering trades, moulders were working four days a week, and machinists and electrical workers were busy, but the latter slackened off towards the end of the month. Linemen were busy, but stovemounters only fairly so. Other branches were more or less slack. Church organ makers and coopers reported a busy month, especially toward the close; otherwise inactivity was the rule in the woodworking and furnishing trades. In the printing trades all were employed. Journeymen tailors, confectioners and bakers were busy, but cigarmakers were quiet, and tanners and curriers reported a lay-off. Barbers were not very busy, but laundry workers were active, and draymen and teamsters reported a fair month.

DISTRICT NOTES.

Ingersoll.—Considerable activity in the building trades was reported, twenty-one dwellings being in course of construction, and no difficulty being experienced in getting sufficient help. Moulders were busy, also machinists and screw bolt makers. Meat cutters and butchers were quiet. Employees of the condensing factory were busy. Piano and organ workers were quiet, and painters and decorators normal.

STRATFORD, ONT., AND DISTRICT.

Mr. Joseph T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was little change in the condition of the labour market during June compared with the preceding month, except that activity was greater in the building trades. The total value of permits issued in May was \$12,967, against \$27,050

for the corresponding month last year. There were about \$12,000 represented in the permits issued the two first weeks of June. The work on the Normal School is nearing completion, and is progressing rapidly on the extension to the G. T. R. shops. A number of men and teams are engaged on city work, the laying of cement walks and the extension of water mains. Wholesale and retail merchants reported business fair. A number of the merchants have agreed to close their places of business Wednesday afternoons at 1 o'clock, during the months of July and August, except in weeks where another holiday occurs. Nearly all the factories in the city are running with reduced staffs. The inland revenue receipts amounted to \$6,070.84 for May, as compared with \$4,780.60 last year. Prices of meat were raised from two to three cents a pound at the first of the month; butchers reported that very little beef was offered for sale. No changes in the rates of wages and no trouble in the labour market were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy cutting hay; they reported a heavy crop. Prospects are bright for a good crop of wheat, oats and other grain. Some market prices were as follows: Wheat, 78 cents per bushel; barley, 46 to 50 cents per bushel; peas, 80 cents per bushel; oats, 45 to 50 cents per bushel; hay, \$12 to \$15 per ton; butter, 18 to 20 cents per lb.; eggs, 16 cents a dozen.

Manufacturing.—Conditions were unchanged, none of the factories being particularly busy.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, plumbers, carpenters, lathers and plasterers were busy. Painters and paper hangers were active. Builders' labourers were almost all working. Moulders, boilermakers and blacksmiths were fairly well employed, but carriage and wagon makers were not very busy. Coopers and stave workers reported trade very good. Printers were all engaged, and journeymen tailors were busy. Bakers, butchers and cigarmakers

reported an active month. Barbers were very busy. Clerks, hotel and laundry workers were active. Railroad trainmen were dull, the spare men having little to do. Trackmen were busy, and cab drivers and teamsters active. Unskilled labour was only fairly well employed.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued quiet. On the G. T. R., a number of engineers have been put back and firemen laid off. A number of the factories and foundries continued to work short hours, and in the building trades there was more help than the work on hand demanded. A meeting of the shareholders of a brass foundry has been called to consider the advisability of going into voluntary liquidation. Commercial travellers are not able to get the number of orders they could a year ago. A considerable depression has taken effect in wages, especially in the building trades. There is an agreement in force between the bricklayers and contractors for 43 cents per hour; but a number of employers who did not sign the agreement are hiring fresh arrivals at a much lower wage. Teamsters with a one-horse cart, working on civic work, have received an increase from \$2 to \$2.25 per day.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The new hay has commenced to arrive in the local market, and with it came a drop in price. In April it was selling from \$16 to \$18 per ton; now it can be bought for \$8 and \$9 per ton. The outlook is for a large fruit crop, with lower prices.

CONDITION OF PARTICULAR TRADES.

Building.—A large amount of building is going on, but the supply of labour is greater than in former years. Brick-

layers and masons, plumbers and painters report a number of idle men. Carpenters are mostly all working, and lathers and plasterers are busy.

Metal, engineering and shipbuilding.—The McClary foundry shut down for one week, only about half the force of last year working the remainder of the month. The rolling mills worked about four days a week. Bolt workers are working three and four days a week. Metal polishers and stove mounters are slack.

Woodworking and furnishing.—Carriage and wagon workers report trade dull. The G. T. R. car shops are only working 40 hours per week. Last year they worked 55 hours per week.

Printing.—Job printers and pressmen report trade dull. Bookbinders are slack. Lithographers are busy.

Clothing trades.—Journeymen tailors report trade good. Garment workers are slack. Boot and shoe workers are busy.

Food and tobacco preparation.—Trade has improved with the biscuit and candy factories. Cigarmakers are not as busy as last year.

Leather trades.—Tanners are quiet.

Unskilled labour.—A lot of work is under way, but the supply of labour is much greater than the demand. The workers have to work harder this year for less money, the average receiving 16 2-3 cents per hour, where they received 22½ cents last year.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during June did not come up to expectation, and as a result, there was a surplus of labourers. It was hoped that the Michigan Central shops would have renewed the old schedule of working hours, but instead of doing so a further reduction was made, many of the employees being laid off during the last two weeks of the month. On June 20th, orders were received to close down the

car shops, which had been working four days per week. In the locomotive department, where the men had been working nine hours per day, with Saturday off, the working day was reduced to eight hours, with holidays on Wednesdays and Saturdays. The shops re-commenced running 9 hours on July 2, and the staff will probably be increased at once. A reduction in the working force and hours of labour was also made in the Wabash shops, the men having their hours cut from ten to eight. In the Pere Marquette shops, the usual activity prevailed, and many mechanics who had been thrown out of work in other railway shops found employment with the Pere Marquette. The Canadian Iron and Foundry Company reported the month of June as showing a slight improvement over the preceding month. Conditions in the Norsworthy & Company foundry continued normal. In the traffic departments of the different trunk lines entering the city, the men have been well employed. Traffic has been heavy, especially on the Pere Marquette railroad. The Michigan Central railroad has been hauling one hundred cars on some of their slow freight trains, and fifty and sixty cars on their fast freight trains. Trains of such length have had the effect of keeping down the number of crews in service. In the building trades, skilled men were well employed, but the money stringency has made itself felt, and building operations are not nearly so active as they would be were money more plentiful. The number of unskilled labourers steadily increased, the month of June being one of the dullest experienced by that class. Contractors and employers of labourers for the corporation and railways reported no difficulty in procuring all the men desired, at from fourteen cents to sixteen cents per hour. In consideration of the high cost of living, these figures are very low. There has been a plentiful supply of fruit, but the canning factories in this locality are factors in keeping the price of fruit beyond the reach of the working classes. Merchants reported trade quiet. The street railway department showed an increase in traffic during the month of May, 1908, over

the corresponding month of the previous year. The net increase in receipts totalled \$150.98, and in the number of passengers carried, 368. Work has been commenced on Ingram & Davey's new store, which will be constructed of red pressed brick and will be of three stories, forty by one hundred and fifteen feet, with warehouse forty by fifty feet in the rear.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The opportune rains have had a favourable effect on the crops. Clover is reported a good average; corn a large yield, if properly worked; fall wheat a good acreage; oats, slightly effected by blight and crop not heavy; clover hay, slightly discolored by rain. Potatoes are showing up well. Tomatoes will be a good crop. Winter apples will be scarce, with early varieties plentiful. Pears promise a splendid crop. Plums will yield about half a crop. Cherries and strawberries are plentiful.

Railway construction.—The subway agreement has been signed by the city representatives and has been forwarded to the railway officials for signatures. When completed, it will be forwarded to the Railway Commission at Ottawa.

CONDITION OF PARTICULAR TRADES.

Building.—Mechanics were well employed, with plenty of unskilled labourers available.

Metal.—Blacksmiths, boilermakers and machinists reported a quiet month.

Woodworking and furnishing.—Woodworkers reported the month a good average. Woodworkers in the Michigan Central shops had a dull month.

Printing.—Trade was quieter than usual.

Clothing.—Journeymen tailors were well employed.

Food and tobacco preparation.—Activity prevailed.

Transport.—Electric and steam railway employees had an active month.

Unskilled labour.—There was a plentiful supply.

DISTRICT NOTES.

Port Stanley.—A by-law to establish waterworks was defeated. Summer tourists and excursionists are making trade active.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market has shown very little improvement over the month of May, the building trades being especially dull, with slight prospects of improvement for some time. The principal building contracted for was an addition to St. Andrew's church to cost \$8,000, and a few small private houses. Only a small amount of pavement was put down during the month; consequently, the labouring class was out of steady employment.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy with the hay crop during the latter part of the month. In some parts of the country the crop will be light owing to lack of rain, which also was the means of curtailing the strawberry crop. Other small fruits are now reaping the benefit of the heavy rain, which fell during the last few days of the month. So far, farmers have experienced no trouble in securing labourers.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons have been very slack, while a number of carpenters and joiners have left the city in search of employment. Builders' labourers had practically nothing to do.

Metal.—Electrical workers and linemen were fairly busy.

Woodworking and furnishing.—Trade is exceedingly dull at present. Carriage and wagon makers reported a slight improvement.

Printing.—Printers were fairly well employed. Bookbinders reported no heavy orders.

Clothing.—Journeymen tailors were fairly active.

Food and tobacco preparation.—Bakers reported trade up to last season.

Unskilled labour. No demand at present, except for a few days at a time for the unskilled class.

Barbers, clerks, delivery, hotel and restaurant employees reported a good month. Freight traffic on the railways has fallen off during the last two months, and the companies were compelled to lay off some of the train crews until business improves. Steamboatmen and street railway employees were busy, and teamsters and unskilled labourers were fully employed.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market improved somewhat during the month. The building trades became more active, and there have been several large contracts let. Manufacturing was fairly busy. About one hundred men were employed on street improvement work, with a number of teams. The Tunnel Company has about 500 men employed, skilled and unskilled. Wholesale and retail merchants reported trade fairly good.

CONDITION OF LOCAL INDUSTRIES.

Farmers reported excellent prospects for an abundant crop, particularly of fruit and hay. Trade in the retail lumber yards was fairly good. Manufacturers reported business improving.

CONDITION OF PARTICULAR TRADES.

In the building trades, all were more or less actively employed. Iron moulders, machinists and helpers were quiet, with blacksmiths, sheet metal workers and horseshoers fully employed, and electrical workers and linemen busy. In the woodworking trades, carriage and wagon makers were busy on repair work. Machine and job printers were active, not a man being unemployed. Journeymen tailors reported trade very quiet, and most of them working short time, but there was a slight demand for garment workers. Activity prevailed in the food and tobacco preparation trades, and leather workers were fully employed.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was a little better employed in June than during the preceding month, owing to the resumption of operations by the steel plant after a shut-down lasting a couple of months. The supply of labour, however, still exceeded the demand. Business was quiet in nearly all lines. Money was reported as very tight. Passenger traffic by boat was about the same as last year, but freights by boat were light, as were also freight and passenger traffic by rail.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers reported splendid crop prospects.

The *fishing, lumbering, manufacturing and mining* industries reported normal conditions.

Railway construction.—There was a short spur of the Algoma Central Railway under construction. The various *skilled* trades were quiet.

PORT ARTHUR AND FORT WILLIAM, ONT., AND DISTRICT.

Mr. R. B. Harston, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions generally in Port Arthur, Fort William and district have

shown a decided tendency towards improvement during the past month, with every prospect of continued activity for the remainder of the season of navigation, unless the present indication of a large harvest in the west is not realized. The twin cities are the points where the trade of the west breaks bulk. Crop conditions therefore exercise a large and almost direct effect on the labour market. Even if the yield only prove to be normal, activity seems assured in all departments of labour during the last three months of the season. Both cities are rushing work on local improvements. The waterworks of Fort William, and the double tracking of the inter-urban street railway furnishes remunerative employment to large numbers of men. In addition large forces of men have been at work since the freshet on Current river repairing the damage and making connections with the power house. This work will be completed in the near future, when the erection of a new dam will be commenced in connection with the city's power plant. The work of extending the breakwater at Port Arthur is now being prosecuted with vigour. In connection with the cement work a largely increased force will be required in a few days. As this work is of considerable magnitude steady employment will be furnished many men, for this and the next season. The Grand Trunk Pacific Railway Company is busy building the bridge over the Kaministiquia river at Fort William, the piers are completed and the company expects to have the entire structure completed in about six weeks.

The Canadian Iron and Foundry Company, West Fort William, expects to work overtime during the balance of the year in order to complete the work on hand in contract time. The Port Arthur Iron Company was also working overtime, and the other marine and repairs shops reported business very good. The Great Lakes Dredge Company's machine shop and shipyard were working to fullest capacity building scows; one, the largest ever built on the lakes, was launched on the 18th of June. Marine shipping has been better than was expected. The transportation of package

freight, steel rails, railway supplies and coal keeps the Canadian vessels fairly busy, and as business in all these lines is certain to increase from the present until the close of the season, resident labour of the stevedore class will be able to secure work.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—While the demand for farm lands has not been heavy this spring it has been greater than last season, and shows that the land available for that purpose in the vicinity of the head of the lakes is gradually being taken up. The lack of proper colonization roads and other facilities has up to the present discouraged settlement in this district.

Fishing.—The fishing fleet reported an exceptionally good season so far. There are some 30 tugs and as many sailing crafts employed in the trade, and the catch has exceeded expectations. A ready market is to be found; it is expected that the product will be valued at close on \$200,000.

Lumbering.—The Pigeon River Lumber Company, employing over 300 men, is working its plant day and night to its fullest capacity. The Viger-Shear Lumber Company is also working overtime. The demand for the finished product is fair, and trade generally is better than was expected. Large rafts of ties and piles are being towed into Port Arthur harbour where they are rapidly loaded into cars for distribution along the lines of the Canadian Pacific Railway Company.

Mining.—There are more prospectors in this district than for years past, and judging from reports received and locations taken up their efforts have so far been satisfactory. The over-stock of pig iron owing to the financial stringency in the United States is the only reason why immediate arrangements for mining and shipping of ore are not completed. The Beaver Silver Mining Company has installed a complete crushing and reduction plant, and great activity prevails at this and other locations.

CONDITION OF PARTICULAR TRADES.

Building operations both in Fort William and Port Arthur were progressing

steadily and furnished employment for large numbers of workmen. Wages for skilled tradesmen remain the same as last season, and so far the different operations in progress have given employment to practically all local carpenters, bricklayers and stonemasons.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The supply of all kinds of labour, skilled and unskilled, is much greater than the demand. This condition has prevailed during the past two or three months. The market locally was relieved somewhat by the starting of the building of the new Union Depot and the paving of Main street. But there are still a large number of men that find it very difficult to get employment. Commercial conditions have been dull. Towards the close of the month, however, there were manifest signs of improvement. Wholesale houses reported that many country storekeepers were sorting up and that orders were coming in quite freely. But this had not a very marked effect upon the general volume of business. Bank clearings showed a marked decrease during June. Unskilled labour is plentiful and as a consequence the rate of wages has gone down.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crop reports from all sections of the west continue to be of the most satisfactory character. The weather conditions have been ideal and all classes of grain are further advanced at this season than they have been for many years. There will be heavy demand for labour to harvest the crop, but there appears to be a larger supply on hand than for many years and when the resident supply is augmented by that usually brought in from Eastern Canada by the special trains it is expected that no difficulties as to supply will be experienced.

It is expected also that the rates of pay for harvest help will be the same as last year.

Railroad construction.—The number of men employed is very much less than at the corresponding period of last year. Wages are somewhat easier.

CONDITION OF PARTICULAR TRADES.

Building.—The amount of building being done has fallen below what was expected. The result is that the number of men employed in the building trades is very small as compared with last year. About 300 bricklayers are employed as against 800 a year ago; and 700 carpenters as against 1,500 last year. In other trades the same conditions exist. The painters and decorators have fared better than most trades. Early in June most of the men available were employed, but towards the end of the month there was a decrease in the number at work.

Metal.—In the iron trade many men are unemployed but towards the close of June the employers found that orders were coming in briskly. By the beginning of the month they will possibly be able to operate full time with the staffs they have now employed.

Woodworking.—Most of the woodworking establishments are slack and generally speaking are employing about half the number of men they had at work a year ago. The demand for inside furnishings for high class residences and offices has diminished considerably.

Printing.—Little more than 50 per cent of the plant installed in Winnipeg printing offices is being employed. This applies to all branches of the trade and has been the condition for two months. At the present moment there does not appear to be any signs of immediate improvement.

Clothing.—Tailors are complaining of slack business and do not anticipate any material change until the crop begins to move out.

Leather.—Conditions are hopeful. During June the number of hands employed was equal to the number employed a year ago, and towards the close of June orders began to come in briskly.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Encouraging reports on crop conditions were received from different parts of Manitoba and consequently an optimistic spirit prevails. Trade is opening up in the different lines and what depression was noticeable at the opening of the season is now passing away. There is not much improvement in the condition of the building trades, as many of the contracts have not yet been let. There are a few frame dwellings under construction, giving a few carpenters and others work, but there are bricklayers still idle in the city. This state of affairs may improve as the season advances. Merchants are enthusiastic over the prospect for western business this year. Extensive orders are being sent to eastern firms from points throughout the west. The trouble with the Canadian Pacific Railway Company and its machinists, boilermakers, etc., is still in the hands of the Conciliation Board, and up to the time of writing no settlement of the difficulty had been reached.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crop conditions were reported to be very favourable. Along the central division of the Canadian Pacific Railway the crop report is one of the most encouraging ever given out, at this season of the year. From all points of the wheat belt come reports of favourable weather with the grain growing rapidly. From Clearwater to Rapid City the report state that the wheat had attained a height of some fifteen inches on June 9. In some districts the wheat is from two to three weeks ahead of that of last year. A synopsis of the reports from various districts at the middle of the month is as follows:—

Emerson section.—Wheat six inches high, with good rainfall and favourable conditions.

Toulon branch.—Wheat and oats ten inches high, with perfect growing weather.

Brandon section.—Wheat from eight to thirteen inches high, with plenty of moisture and splendid weather.

Rapid City section.—Wheat from six to fifteen inches high, oats two to six inches high, with plenty of moisture and warm weather.

Souris section.—Wheat seven to ten inches high, grain looking fine, with all conditions favourable.

Broadview section.—Wheat from five to ten inches high, weather cool and showery, and prospects splendid. Generally, the crops are looking splendid. Timothy will in all probability be an immense crop.

Alberta district.—The alfalfa is ready to cut, and the winter wheat about 22 to 28 inches high and as thick as it can stand in the ground; a heavier crop of both winter and spring grain than last year is expected.

A meeting of the grain growers' association was held at Brandon on the 9th of June, when topics of interest to grain growers were discussed, and a resolution passed expressing approval of the measure introduced in the Senate by Sir Richard Cartwright, and also suggesting additional improvements with reference to the handling of grain at initial points. Motions were also passed that "The Grain Growers' Guide" be made the official organ of the association.

Railroad construction and employment. The work of replacing the rails on the Souris branch of the Canadian Pacific Railway is proceeding rapidly and is already over 70 miles of the 150 to be relaid are about completed, the whole will be relaid by next fall. The branch line of the Canadian Pacific Railway from Saskatoon to Wetaskiwin, a distance of 340 miles, will be completed by next month. The Grand Trunk Pacific Railway Company expects to put on more construction trains in the course of a few weeks. The Canadian Northern Railway construction has reached Rostern, Sask., and will grade three miles on the new Dalmeny-Carlton extension; this leaves about ten miles of the line to Carlton to be completed. Settlers are anxious for the completion of the road this fall.

Other industries.—The chief engineer of the International Heating and Lighting Company, of Cleveland, Ohio, which has a franchise for installing a gas plant here, was in the city on June 12, making arrangements to receive the new plant. The contract for the machinery was let to a Toronto firm. The work of laying the mains will be started at once; fifteen miles will be laid in all. The Hanbury Company and Messrs. McDiarmid (and

Clark have reduced the number of hands employed owing to slackness of work.

CONDITION OF PARTICULAR TRADES.

There was some improvement in the condition of the building trades, although not as much as might have been expected. A further improvement in these trades is looked for. Somewhat quiet conditions prevailed in the metal trades, and the woodworking trades were not very active. Printers were fairly active, and journey-men tailors, garment workers, boot and shoe workers were active. Those employed in food and tobacco preparation were active, with leather workers and furriers somewhat dull. Barbers, clerks, delivery employees and laundry workers were active. Passenger traffic was fairly heavy, while freight traffic was somewhat light. Teamsters and expressmen were active. Farm help was reported somewhat short, but the deficiency is being supplied. The demand for capable female help is also good and excellent wages are offered for good servants.

DISTRICT NOTES.

Ardal, Man.—The North Star Creamery is almost ready to begin the season's work. The services of a graduate of Kingston Dairy school have been secured.

Carnduff, Sask.—A joint stock company has been formed to establish a telephone system, with a capital of \$10,000.

Sanford, Man.—A test is being made of a Manitoba sprayer, for the destruction of noxious weeds.

REGINA, SASK., AND DISTRICT.

Mr. Hugh Peat, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during June has been exceedingly dull. The supply of skilled labour in all branches was considerably greater than the demand, whilst the unemployed problem in so far as unskilled labour is concerned, was in a

more acute stage than it has been for several years. At the corresponding period of last year unskilled labourers were receiving from \$2.00 to \$2.25 per day, whilst the rate for this year has been \$1.75, and at the last meeting of the city council it was decided to still further reduce the rate to \$1.50 per day in the effort to furnish employment for the increasing number of unemployed, who are coming to the city in expectation of finding work, on some of the large buildings that have been advertized for construction this year. There is practically no work for unskilled labourers in the city at the present time outside of that provided by the city council, which body is considering the advisability of closing down on all city work during the harvest time so as to compel labourers to seek employment in the country, and thereby relieve the situation in the city. Artisans and mechanics have so far experienced the worst season for many years.

A deputation consisting of members of the Saskatchewan Executive of the Trades Congress of Canada and the Regina Trades and Labour Council waited upon the government at the beginning of the month in connection with the proposed employment by the government, of convict labour in the construction of the Broad street bridge. The deputation was assured that it was not the intention of the government to employ convict labour in consideration of the fact that there were numbers of unemployed free men to be had.

At the last meeting of the Trades Council a resolution was adopted in favour of the establishment of a fair wage officer for the province of Saskatchewan. The government has the matter under consideration.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Present conditions give promise of one of the largest crops in recent years. So far as can be gathered from local reports the early June frosts did absolutely no damage, the weaker garden stuffs being the only things that were in any way affected. Considerable rain has fallen throughout the district

during the last two weeks but no harm is likely to accrue.

The returns of the crop conditions up to the beginning of June, issued by the Department of Agriculture, show that the crops are making strong and rapid growth. Compared with last year the season is much further advanced than on the same dates a year ago. Seeding was begun in all parts of the province about April 10th to 12th, whereas in 1907 very little seed was sown before May 21th. Since that date conditions have been so favourable that the crops continue to be from three weeks to a month in advance of their condition on the same date a year ago.

The reports indicate that the condition of live stock throughout the province at the opening of spring was very satisfactory. Little disease has been reported from any locality. Reports from the ranching districts show that all stock wintered well and came through in good condition.

CONDITION OF PARTICULAR TRADES.

Painters, plumbers, cigarmakers and printers were fairly active, but the other building trades, metal trades, etc., were dull.

DISTRICT NOTES.

Building prospects in *Prince Albert* this year are reported very favourably. The Hudson Bay Co., have called for tenders for a new \$25,000 store. Plans for the new High School have been received by the High School Board. The cost of building will be \$90,000. St. Alban's School for girls has already been started, and when completed will cost \$20,000. Work on sewer and water-works extension has been commenced and some \$65,000 will be spent. A by-law to spend \$25,000 in building a fire hall and equipping it and another one providing \$25,000 for a market will be submitted to the ratepayers shortly.

MOOSEJAW, SASK., AND DISTRICT.

M. J. Backus, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during June showed very little improvement over the preceding month, and compared with the corresponding period last year were less favorable. In most of the skilled trades and in the unskilled section the supply has been more than equal to the demand. Contractors report little activity, the consensus of opinion being that the building trade will be comparatively quiet this year. Wages have been somewhat reduced for unskilled labour, but not on any definite schedule. The splendid weather of the last few weeks, however, and the bright outlook for an early and bountiful harvest has caused a feeling of optimism in business circles. Very little civic work has been done this season so far, but a little street work will probably be taken up later on. Trade, wholesale and retail, has been fairly good, but collections are slow. Work on the new court house is proceeding rapidly and in a week or so the outside work will have been completed. Plans have been accepted for the new collegiate institute; in all probability the basement of the building will be completed this fall.

Some uneasiness exists regarding the proposed changes in the conditions of employment in the mechanical department of the Canadian Pacific Railway*

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Indications point to an early harvest, with prospects bright for a bumper crop. The acreage under crop this year will be twenty-five per cent larger than last, the conditions last year resulting in an unusual amount of summer fallowing and fall plowing. Wheat is showing up well and is three weeks to a month earlier than last year.

(*) For statement re proceedings of Board under the Industrial Disputes Investigation Act, see special article elsewhere in present issue.

Manufacturing. — Manufacturers of building material were only moderately active.

CONDITION OF PARTICULAR TRADES.

The building and metal trades were dull with a number out of work. The printing and clothing trades were fair. Woodworkers, food and tobacco workers had an active month. Transportation employees had a good month with the outlook favourable. The supply of unskilled labour was greater than the demand, and wages were low.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During June the condition of the labour market improved somewhat. There were not as many men out of employment in the district as in the preceding month, but the supply still exceeded the demand. The building at the fair grounds has been completed and everything is now in readiness for the Dominion Fair. Workmen who had employment in connection with these buildings will have to find employment elsewhere. Work was commenced on the additions to the Golden West Brewery, and the Brackmen-Kerr Milling Company is building an addition to its mill. There are also two large warehouses under construction, and work will soon commence on the construction of a new general hospital, which will cost \$130,000, and is to be completed by August 1, 1908. The Canadian Pacific Railway Company is calling for tenders for the erection of a new engine house. The effect of the money stringency is still felt, although the situation has improved somewhat. Transportation improved some and there are not so many spare railroad men as reported in May. Bank clearings improved during the month, also wholesale and retail trade. With every prospect of heavy crops this year, mercantile men

are looking forward to better times in the near future. There were no changes in rates of wages or hours of labour. The strike of the stonemasons, bricklayers and stone cutters employed on the city hall remains unchanged, no settlement having been effected.

CONDITION OF LOCAL INDUSTRIES.

The farmers throughout the district were busy. From reports gathered the amount of winter wheat sown this year will likely double that sown in previous years. The mining industry is reviving after a serious depression. Railway work so far as new work is concerned, is very quiet, but there are a large number of men employed on the different roads through the southern part of the province. During the heavy rains which prevailed in the latter part of May and the early part of June much damage was done to the roadbeds and bridges, some bridges and parts of roadbeds being washed away. The companies had to employ additional men to repair the damage and a number were thus employed, who would otherwise have been unemployed.

NELSON, B. C., AND DISTRICT.

Mr. R. B. Dockstader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market throughout the Kootenay district was quiet, there being surplus of labour at practically all points within the district. The Crow's Nest Pass Coal Company Ltd., has for the present discontinued development work and changed its system of working No. 2 mine at Coal Creek, throwing out of employment approximately 200 men. The loss of 9,000,000 feet of logs by the Patrick Lumber Co., Ltd., from the Slocan river through the pier and boom breaking away, caused a shut-down of that company's work throwing out of work approximately 150 men. Harmony prevails between employer and em-

ployees throughout the district. Wednesday afternoon has been agreed upon as a half-holiday for clerks in stores and business establishments within the city of Nelson, during the months of June, July and August.

■ Silverton is enjoying marked prosperity, the Vancouver, Hewitt and Standard Mines shipping steadily. The former has installed a compressor and other machinery with a view to further increase the ore out-put, while the Alpha, one of the oldest shippers in Slocan district, is reported as resuming operations after a close-down of about 13 years.

Strawberry picking has started, the crop being very promising. All small fruits are looking well, while plums, cherries, apples, pears etc., never looked better in this district at this season of the year. A fruit canning establishment has been erected near Proctor on Kootenay Lake, and is reported as ready for operations.

In Nelson the building trade is more active this year than in 1907. A new school and Methodist Church are now under way, and a hall is soon to be started. A number of residences are also being built.

NEW WESTMINSTER, B. C., AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market continued to improve, and except among the foreign population there were few idle men. A large amount of building is going on at present and furnishes employment for a large number of mechanics. A contract has been let for the construction of the first twelve miles of the electric road to be built between this city and Chilliwack, a large number are employed, and the number will be increased. The new reservoir which has been under construction here for some time is now com-

pleted. Some trouble occurred on this work in the early part of the month, about 25 men making a demand for an increase of pay from 25 cents per hour to 27½ cents. Their demand was refused and other men were secured to take their places.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Reports from the Fraser valley indicate a heavy crop of farm produce, with the possible exception of potatoes, this crop having been injured by heavy rains in April. The fruit crop is expected to exceed all previous years. It is estimated that about \$5,000,000 worth of fruit will be produced in the province. Some damage has been done to crops in the low or prairie lands of the Fraser valley by the high water of the past ten days. All danger however in this direction is now over.

Fishing.—Fishing is quiet at present and very few spring salmon are being taken. The number of sockeye licences issued to date is small compared with other years.

Lumbering.—Conditions are improving. Although not much logging is being carried on, the mills in most cases having a sufficient supply on hand to last for some time, the North West trade is improving. With good crops assured, trade is expected to be very good in a short time.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, plasterers, painters, plumbers, iron moulders, machinists, steam engineers, blacksmiths and boilermakers, were active. Car builders (Electric,) were busy, with shingle weavers quiet.

Printing.—Printers, pressmen, and bookbinders were active. Journeymen tailors, boot and shoe workers were busy. Bakers confectioners, butchers and cigarmakers were active, tanners were busy, with clerks and stenographers quiet, steamboat men and street railway men were busy. Unskilled labour was quiet.

VANCOUVER, B. C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market remained unsatisfactory, the supply of labour exceeding the demand more than at any similar period since 1898. This condition is attributable to the many new arrivals from the north-western states and prairie provinces. It is thought that as soon as Prince Rupert and other townsites are opened up for settlement the surplus unemployed of this city will be provided for. Although there is a great amount of building underway, yet there are only about two-thirds of the members of the building trades employed. Business generally was somewhat quiet with some signs of improvement in the northern trade. The dullness of the lumber trade had an unfavourable effect, but with favourable reports regarding the crops in the prairie provinces there is every reason to hope that this important industry will soon recover its former prosperity. The provision market was steady and featureless, eggs rose slightly in price, but all other staples remained unchanged. The first sale made in the new market, which is now open, was made on May 27. The Customs receipts for the month of May amounted to \$309,554 as against \$304,000 for the corresponding month last year. There a decrease about \$83,000 in ordinary revenue, but \$121,573 was received from Chinese head tax, the largest amount ever received in one month from this source. Bank clearings for the past month were \$1,395, 639, as compared with \$1,583,677, in 1907, and \$1,011,240 in 1906. Building permits for the five months of the present year to the value of \$3,020,650 have been issued as against \$1, 714,795 for the same period in 1907, an advance approximately of 75%. The real estate market was reported firm. Several business property deals were put through by brokers, but other sales were quiet.

CONDITION OF LOCAL INDUSTRIES.

The first carload of strawberries ever sent from this city was shipped to Calgary and Winnipeg on the 20th of June. In the mining industry, the announcement was made that the Britannia mines would shortly resume operations, and give employment approximately to 450 men.

CONDITION OF PARTICULAR TRADES.

Employment in the building trades was very uncertain. In the metal, engineering and shipbuilding trades, iron moulders, iron workers and helpers, machinists, engineers, steam engineers, electrical workers and linemen, boiler-makers, blacksmiths and sheet metal workers reported a large number of men out of employment and prospects very uncertain, though horseshoers were fairly well employed. Jewellers and engravers were dull. Owing to a recent fire about 20 woodworkers were thrown out of work. Varnishers and other kindred trades were somewhat quiet, but carriage and wagon makers, car builders and repairers were fairly active. In the printing trades, quiet conditions prevailed with a number unemployed. Journeymen tailors and garment workers reported trade dull and prospects not encouraging on account of the keen competition with orientals. The stores were disposing of their ready-made stocks at low prices. Boot and shoe makers reported trade fair. Bakers, confectioners and cigarmakers were very dull, with a number out of employment. Butchers and meat cutters, and leather workers on horse goods reported trade fair. Barbers reported a number of their craft out of employment. Clerks and stenographers since the beginning of the year, have in a large number of cases been out of employment; wages range between \$25.00 and \$75.00 a month. Delivery employees and laundry workers reported trade dull; their scale of wages run from \$25.00 to \$60 per month. Hotel and restaurant employees, and also theatre employees, reported trade very dull, with fully 100 bartenders out of employment, and 125 employed. Railway train crews, trackmen, switchmen, freight-handlers, longshoremen,

steamboatmen, etc., reported somewhat quiet conditions. Auto drivers found trade good, these men receive wages on commission. There are about 140 auto licenses issued in the city out of which, it is estimated, there are about 90 in direct competition with the hackmen. Cabmen reported an improvement in trade over last month, as did the teamsters and carters. Expressmen reported business rather dull.

DISTRICT NOTES.

Caldwell Creek.—Gold that assays from \$2.40 to \$4.00 to the ton has been found on Caldwell Creek, a small stream that runs into the North arm of Burrard Inlet. Six claims have been staked and recorded there.

VICTORIA, B.C., AND DISTRICT.

Mr. W. E. Ditchburn, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During June and the latter part of May there has been little improvement in the local labour market. It had been expected that by this time practically all the unemployed would have been able to have found work of some kind, but these expectations have not been realized. Owing to the local shipyards finding trade dull there are a number of boiler-makers and iron shipbuilders unemployed. The contemplated construction of several large buildings will help the situation so far as the building trades are concerned. The bulk of the unemployed are amongst unskilled workmen. The value of the building permits issued for the month of May was considerably lower than those of the previous month being \$79,195 as against \$128,600 for April. Business, both wholesale and retail, was reported fair, but not quite so good as in the preceding month. The bank clearings for May were the largest of any month this year, but somewhat less than for May, 1907.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—From present indications this year's crops will be the heaviest for a number of years. Strawberries are just being put on the market, and in fine condition. Hay will be a very heavy crop.

Fishing.—Only five traps are in operation on the coast of Vancouver Island, and it is not expected that there will be any more. Spring salmon are being taken at the traps.

Lumbering.—All local mills were running to their full capacity.

Manufacturing.—During the early part of the month the plant of the Victoria Machinery Depot was destroyed by fire, entailing a loss of \$150,000. This company has ordered a complete new outfit of machinery, and intends establishing its works on a larger scale than before.

Railroad construction.—The only railroad construction work going on is the filling in along the Esquimalt and Nanaimo Railway. The Victoria and Sydney Railway Company is about to overhaul its entire road bed between Victoria and Sydney.

Brickmaking.—The frame buildings of the Victoria Brick Manufacturing Company recently destroyed by fire, have been replaced by new brick buildings with corrugated roofs, new machinery has also been installed. The company is in a position to turn out 40,000 bricks a day.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons have found steady employment, but some carpenters and house painters have not had very much to do. Employment was normal with plumbers, but builders' labourers were among the unemployed. Iron moulding has not been brisk, and the recent fire at the Victoria Machinery Depot threw some men temporarily out of employment. Machinists and engineers were kept busy, also electrical workers and linemen. Boilermakers and helpers reported trade slack. Shipwrights and caulkers were employed only on repair work. Woodworkers, upholsterers, varnishers and polishers were fairly well

employed, but there were always plenty of men to do the work. Carriage and wagon makers, as well as pattern makers, reported trade normal. Printers, pressmen and bookbinders found trade good, but there were some unemployed. The Colonist Printing Company has installed a photo-engraving plant. Journeymen tailors reported business fair, but not quite so good as at this time last year, while garment workers reported busy conditions. Bakers, butchers and cigar-makers found trade good. Barbers, hotel and restaurant, and theatre employees were well employed, owing mainly to the large number of visitors to the city. Owing to the cheap rates on the boats coming to the city from Puget Sound ports, business has been good with street railwaymen, cabmen, automobile drivers, teamsters and expressmen. While the city is employing a large number of unskilled labourers, there were many seeking employment.

NANAIMO, B.C., AND DISTRICT.

Mr. A. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market showed a slight improvement over last month. The city is starting to construct a new water pipe line, but the supply of labourers is still greater than the demand. Among the wholesale and retail merchants there was not much change from last month, although indications in

some parts of the district were better. There have been no changes in rates of wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Haying has not commenced yet and there are plenty of men to meet all demands.

Fishing.—There was little activity among the local fishermen. On the west coast of the island whale fishing is being prosecuted successfully.

Lumbering.—Conditions are still quiet among the sawmills and lumber camps.

Mining.—The local coal mines are still working short time, but the mines at Extension have worked full time with good indications of continuing.

Railroad construction.—Work is being pushed on the extension of the E. & N.R., but there are plenty of men to meet all demands.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners were active, there being more building going on this year than for some time, both in the way of new buildings and extensions and repairs. Painters were quiet, but plumbers were doing fairly well for the time of year. There was not much demand for builders' labourers. Blacksmiths and carriage makers were active. Printers also reported business active, but tailors, teamsters and expressmen were quiet. Unskilled labour has been better employed this month than last, but there were more men on the market than could secure employment.

THE INDUSTRIAL DISPUTES INVESTIGATION ACT. PROCEEDINGS UNDER THE ACT DURING THE MONTH OF JUNE, 1908.

DURING the month of June the Department received one application for the establishment of a Board of Conciliation and Investigation, viz.:

On behalf of the members of Chignecto Lodge No. 54 Provincial Workmen's Association, being employees of the Maritime Coal, Railway and Power Company, Limited, Chignecto Mines, Cumberland

County, N.S., the number of employees concerned being estimated at 200.

Of applications received prior to the beginning of June, proceedings in connection with which remained unfinished at the end of May, there were the following, namely (1) on behalf of the employees of the Ottawa Electric Railway Company; (2) on behalf of the employees of the

Nova Scotia Steel and Coal Company, Limited, North Sydney, N.S.; (3) on behalf of the employees of the Intercolonial Coal and Coke Company, Westville, N.S.; (4) on behalf of the employees of the Port Hood Richmond Railway Coal Company, Port Hood, C.B.; (5) on behalf of the employees of the Standard Coal Company, Edmonton, Alta.; (6) on behalf of the railroad telegraphers in the employ of the Canadian Pacific Railway; (7) on behalf of the employees in various branches of the mechanical departments of the Canadian Pacific Railway; (8) on behalf of the employees of the Manitoba and Saskatchewan Coal Company of Bienfait, Sask.

During the month reports were received in the case of the following disputes: (1) The Ottawa Electric Railway Company and its employees; (2) the Port Hood Richmond Railway Coal Company, Port Hood, C.B. The enquiry before the Board established in the case of the Canadian Pacific Railway Company and its mechanical departments was continued during June, the Board sitting chiefly at Winnipeg, but holding some sessions also at Moose Jaw. Proceedings during the month in connection with other applications are duly set forth in the present article.

I. SETTLEMENT OF DIFFERENCES BETWEEN THE OTTAWA ELECTRIC RAILWAY COMPANY AND ITS EMPLOYEES.

THE Department received on May 8, an application in the dispute between the Ottawa Electric Railway Company and its employees, the latter being members of the Amalgamated Association of Street and Electric Railway Employees of America, Division No. 279. The application was signed by R. A. Nesbitt, President Local 279, and E. Parks, Secretary Local 279. The number of men concerned was estimated at 256. The demands included an increase in wages and changes as to wages and hours. The number of hours suggested per day was ten, or as near that figure as the schedule will permit. The employees also ask that the company would give, free of cost, to conductors and motormen who had been in its service for a period of one year and over, two uniforms per year, for winter and summer respectively, and would pay one half of the cost of uniforms for first year men. The men further requested that the company would not discriminate against any employee by reason of his being a member of Division No. 279 of the order named. The Minister proceeded with the establishment of the Board, which was constituted as follows: viz., Mr. G. F. Henderson, K.C., Ottawa, appointed on the recommendation of the company; Mr. John G. O'Donoghue,

Toronto, appointed on the recommendation of the employees; and Professor Adam Shortt, Kingston, appointed on the joint recommendation of the other members of the Board.

The Board met on June 2, and an agreement was concluded under date of June 6. The settlement was based on an increase of one cent per hour on the wage scale, being an increase of ten cents per day for the standard day's work, and involving an increased annual expenditure for the company of \$8,000, while a substantial benefit accrued to the employees of the second, third and fourth years, in having the whole instead of half the cost of their uniforms provided by the company. Some minor changes in working conditions were also agreed on. The agreement was signed for the company by Mr. J. E. Hutcheson, Supt., and for the men by Messrs. M. Blanchfield and E. Parks.

Chairman's Letter.

The following covering letter from the chairman accompanied the agreement received in the Department as the outcome of the deliberations of the Board:—

QUEEN'S UNIVERSITY KINGSTON, ONT.

June 10, 1908.

Hon. Rodolphe Lemieux,
Minister of Labour,
Ottawa, Ont.

Dear Sir,

I am pleased to be able to report that an amicable settlement has been reached in the case of the dispute between the Ottawa Street Railway Company and the motormen and conductors in its service. The settlement takes the form of a new schedule of rates of pay and conditions of employment issued by the company and accepted by the employees. A copy of the schedule duly signed accompanies this report.

The Board of Conciliation was composed of Mr. Geo. F. Henderson, K.C., nominated by the company, Mr. J. G. O'Donoghue, nominated by the employees, and Professor Adam Shortt, nominated by the foregoing members.

After inspecting the chief lines of the street railway system, the board met on Tuesday, June 2, at the Board of Trade rooms in the city of Ottawa. At the sittings of the board the company was represented by Mr. J. E. Hutcheson and Mr. J. D. Fraser, while the employees were represented by Mr. Magnus Sinclair and a committee of six representatives from the motormen and conductors.

The employees asked for certain alterations in the working conditions and an increase in wages of $4\frac{1}{2}$ cents per hour. It was claimed on behalf of the company, that under existing conditions there was no justification for a change in the working conditions or an increase in wages.

From observations made by the board, and from evidence brought forward at the sittings, it was evident that the Street Railway Company took much interest in its men and provided for their comfort and convenience in a very generous manner; that, in consequence, it had an exceptionally capable and well set up body of men, who provided an excellent public service. The men claimed, however, that the high cost of living rendered it difficult for many of them at least to meet their requirements upon their present incomes.

The company in reply pointed to the rates of pay and conditions of employment in similar kinds of work. Considerable evidence bearing on the points under consideration was presented on both sides, and was discussed between the board and the representatives of the parties. A few alterations in working conditions were proposed and agreed to as the hearing proceeded. As regards wages, which was the chief feature to be dealt with, it was felt by the board that, having regard to the present economic outlook and the unfavourable conditions of employment in other lines, wages almost nowhere advancing, but in several cases declining, no great advance could be expected.

After taking all things into consideration it was proposed by the chairman that an advance of one cent per hour on the present wage scale might be granted; being an increase of ten cents per day for the standard day's work, and involving for the company an extra expenditure of about \$8,000 per annum. Though not quite convinced of the justice of any advance, Mr. Thos. Ahearn, on behalf of the company, finally agreed to the proposition in a very generous spirit, and it was afterwards accepted in good part by the representatives of the employees. The employees of the second, third, and fourth years received in addition a substantial benefit, in having the whole, instead of half of the cost of their uniforms provided by the company.

It was understood, as between the parties, that there should be no discrimination by either party for or against any employee of the company because of his being or not being a member of an organization.

It is learned through their representatives that the employees are very well satisfied with the terms of the settlement.

Yours sincerely,

(Sgd.) ADAM SHORTT,

Chairman Board of Conciliation.

The Agreement.

The text of the agreement concluded before the Board is as follows:—

THE OTTAWA ELECTRIC RAILWAY COMPANY

CONDUCTORS AND MOTORMEN.

Schedule of Wages in Effect June 1st, 1908.

1st year's service:	18½c.	per hour for week days.
	20½c.	" Sundays.
2nd year's service:	19½c.	" week days.
	21½c.	" Sundays.
3rd year's service:	20½c.	" week days.
	22½c.	" Sundays.

WORKING HOURS.

(a) The hours of labour for regular men will be as at present, ten hours constituting a day's work, or as near to ten hours as the schedule of runs will permit.

(b) The company will not call on any conductor or motorman to perform extra work in excess of his regular schedule day's work of ten hours except in cases of necessity. Men will not be expected to work beyond the full day unless they are agreeable to do so.

UNIFORM CLOTHING.

(a) Clothing of conductors and motormen will consist as follows:

For Summer: Full suit, coat, vest and pants.
For Winter: Trousers every year; overcoat every second year.

All conductors and motormen must be so provided.

(b) The company will pay full cost of such clothing for all men in the service for over one year; and half the cost of those in their first year.

(c) Uniform caps and badges will be supplied by the company without charge.

As heretofore, the company will, except in cases of personal dishonesty, meet and treat with individual employees or a committee of the employees on grievances or disputes which may arise from time to time between the company and its employees.

(Sgd.) J. E. HUTCHESON,
Superintendent

We accept the above:

(Sgd.) M. BLANCHFIELD
For the Employees.

(Sgd.) E. PARKS
(Sgd.) ADAM SHORTT,
Chairman.
(Sgd.) GEO. F. HENDERSON
(Sgd.) J. G. O'DONOGHUE,
Board of Conciliation

II. REPORT OF BOARD ESTABLISHED IN CASE OF PORT HOOD RICHMOND RAILWAY COAL COMPANY AND ITS EMPLOYEES—UNANIMOUS RECOMMENDATIONS FOR SETTLEMENT.

THE constitution of the Board demanded by the employees of the Port Hood Richmond Railway Coal Company, of Port Hood, C.B., was completed early in the month, the members being as follows:—His Honour Judge McGillivray, New Glasgow, N.S., Chairman; Mr. G. S. Campbell, Halifax, N.S., and Mr. James McDonald, M.P.P., West Bay, N.S., Judge McGillivray was appointed on the joint recommendation of Messrs. Campbell and McDonald.

The number of employees estimated to be concerned in the dispute was 300. The dispute arose out of a demand made by the employees of the company for a 15 per cent increase of wages to come into effect on May 1. The company refused the demand on the ground that business conditions did not permit of such an increase. The application set forth that the men "ceased work on May 1, but returned after four days, having entered into an agreement with the manager to place the matter before a Conciliation Board."

The report of the Board was received

in the Department on July 2. It was signed by the three members of the Board, and made recommendations for the settlement of the differences which the chairman, in a covering letter to the Minister, stated would, he believed, be found acceptable to the parties concerned. The Board met at Halifax, June 15 to 19 and June 25 to 27 and heard considerable evidence as to the state of the coal trade, the cost of living, and other matters believed to be pertinent to the dispute. The condition of the company's colliery was also examined both on the surface and underground. The Board recommended no increase for miners, finding that the average rate earned in the colliery "now exceeds that of most other collieries in the province." An increase amounting to 10 per cent was recommended in the case of surface labourers, carpenters and hoisting engineers, and a smaller increase in the case of firemen.

Report of Board.

The text of the report is as follows:—

In the matter of the Industrial Dis-

putes Investigation Act 1907, and in the matter of certain differences between the Port Hood Richmond Railway Coal Company and Employees of the said company.

On receiving notification of the establishment of a Board under the provision of the above Act and of the appointment of George S. Campbell recommended by the employers, of James MacDonald recommended by the employees, and of Angus McGillivray, as chairman, the latter after consultation with the other members fixed the time and place where the sittings of the Board were to be held, of which he duly notified the parties interested. The Board met on the 15th day of June, 1908, at Port Hood, the time and place fixed for its sittings, and continued till the 19th, during which time the members of the Board heard the statements of both parties to the dispute, and also the evidence of witnesses adduced on both sides. During this time they examined the condition of the company's colliery both over and under ground. The members of the Board then adjourned till the 25th instant, on which day they met again and considered the statements, and testimony *viva voce* adduced before them, and the evidence on view. The representatives of the employees submitted their statements with a comparative list of groceries and their prices, from 1902 to 1907, the rate of wages of surface and underground men as now paid by the Dominion Coal Company of Cape Breton, and Miners' average daily pay in Springhill, Albion, Acadia, Drummond, Inverness, Sydney (Nos. 1 and 5) and Bridge Port (hand picked) Mines, in the province of Nova Scotia. (The mine of the company, party to this dispute, is also hand picked). The representatives of the company submitted schedules of colliery rates at Inverness, at Springhill, and at the company's mine; and announced that the company is willing to pay the same rate as other mines pay, taking into consideration relative conditions here as compared with other mines, but would resist a general increase of 15 % "to bring the wage rate of the miner to the standard of miners throughout the province", in view "of

the present high cost of living, and the favourable condition of the coal trade", as claimed by the employees until proved that such ought to be paid. On this point we proceeded to take the evidence.

Two questions were involved in this enquiry namely (1) The question of wages; (2) Payment on tonnage of coal mined.

After the termination of our enquiry and before considering the evidence, the Board asked the representatives of the parties to confer with one another and find if they could come to an amicable settlement of their dispute. The representatives of the employees stated that they had no authority to come to any settlement but would leave the matters in dispute to the decision of the Board.

In view of the fact that the company is getting its colliery on a fairly firm basis, and that the industry is one which promises to be established to afford continuous employment to the employees of the mine, and a general benefit to the people of the locality, the Board have decided to make only the following recommendations

(a) Surface labourers whose wages are up to \$1.45 to receive \$1.50 per day.

(b) Carpenters now receiving \$1.75 per day to get an advance of 10%..

(c) Hoisting engineers to receive a uniform rate of \$2.20 per shift of 12 hours.

(d) Firemen to receive a uniform rate of \$2.00 per shift of 12 hours.

The scale as to the above classes will, therefore, stand recommended:

1. Surface labourers now receiving \$1.45 shall receive \$1.50 per day.
2. Carpenters now receiving \$1.75 shall receive \$1.92½ per day.
3. Hoisting engineers now receiving \$2.00 shall receive \$2.20 per day.
4. Firemen now receiving \$1.92 shall receive \$2.00 per day.

The Board considers that hoisting engineers performing a duty of great responsibility as to the safety of life and property should be rewarded according to the gravity of their duty, and that they be not required to attend to any other kind of work engaging their attention while men are in the mine. This is not intended to prevent the night engineer whose duties are comparatively light to attend to the dynamo as at present.

With reference to the claim of the miners for an increased rate the Board finds that considering the average rate already earned, which now exceeds that of most other collieries in the province, they do not feel justified in recommending an increased rate under present conditions.

The above is earnestly recommended

as a settlement of the dispute between the parties hereto.

(Sgd.) A. MCGILLIVRAY (*Chairman*).

G. S. CAMPBELL,

JAMES MACDONALD.

Members of the Board.

Dated, Halifax, June 29th, 1908.

III. BOARD ESTABLISHED TO ADJUST DIFFERENCES BETWEEN CANADIAN PACIFIC RAILWAY COMPANY AND ITS RAILROAD TELEGRAPHERS.

DURING the month a Board was constituted in the case of the application from the Order of Railroad Telegraphers to deal with differences between the Canadian Pacific Railway Company and railroad telegraphers in its employ. The number of employees concerned in the differences was placed at 1,605. The cause of difference was stated to be the alleged wrongful dismissal on February 17, 1908, of Mr. A. E. Morrisette from the agency at Megantic, Que. The company in its reply, stated that Mr. Morrisette had been dismissed, as stated, and that the company was not willing to reinstate him. The Minister proceeded to establish the Board, appointing, on the recommendation of the company, Mr. Charles S. Camp-

bell, K. C., Montreal, and on the recommendation of the employees, Mr. John G. O'Donoghue, of Toronto. Mr. O'Donoghue being compelled for personal reasons to withdraw from the Board, the Minister, on the recommendation of the employees, appointed Mr. W. T. J. Lee a member of the Board. Messrs. Campbell and Lee having reported to the Department that they were unable to agree on a joint recommendation for a third member of the Board, the Minister on June 17, appointed the Honourable Mr. Justice Fortin third member and chairman. The Board proceeded with an investigation of the differences during June, but its report had not been received in the Department at the end of the month.

IV. BOARD ESTABLISHED TO ADJUST DIFFERENCES BETWEEN THE NOVA SCOTIA STEEL AND COAL COMPANY AND ITS EMPLOYEES.

A BOARD was established during the month in the case of the application received from Drummond, Roberts, Pretoria and Port Cabot Lodges, Provincial Workmen's Association, to deal with differences between the Nova Scotia Steel and Coal Company and its employees. The Board was composed as follows: Prof. Adam Shortt, Kingston, chairman; Dr. David Allison, Sackville, N. B., and Mr. J. W. Madden, Sydney, N. S. Mr. Madden was appointed on the recommen-

dation of the employees. Dr. Allison was appointed by the Minister under section 8, sub-section 2, in the absence of a recommendation from the employing company; Prof. Shortt was appointed on the joint recommendation of Dr. Allison and Mr. Madden. The Board had not commenced its inquiry into the dispute at the close of the month, but the Department learned that it was expected proceedings before the Board would begin about July 13.

V. DIFFERENCES IN CASE OF INTERCOLONIAL COAL MINING COMPANY OF WESTVILLE, N.S., SETTLED WITHOUT CONSTITUTION OF BOARD.

IN the case of the application from Ladysmith Lodge, No. 30, Provincial Workmen's Association, on behalf of the employees of the Intercolonial Coal Mining Company, Limited, Westville, N. S., the Department received, while the Board was being constituted, a notification from the parties to the effect

that an agreement had been reached, so that further proceedings under the Act were unnecessary. The number of men involved in this dispute was placed at 800, and the differences referred to wages, an application for an increase of fifteen per cent. having been made on the company.

VI. BOARD ESTABLISHED TO ADJUST DIFFERENCES BETWEEN THE STANDARD COAL COMPANY OF EDMONTON, ALTA., AND ITS EMPLOYEES.

DURING the month the constitution of the Board granted in the case of the dispute between the Standard Coal Company of Edmonton, Alta., and its employees was completed. The differences in this case were said to relate to wages and general conditions of work, and the number of employees concerned was placed at 30. The Board was constituted as follows: His Honour Judge

H. E. Taylor, Edmonton, Alta., chairman; Frank B. Smith, Edmonton, Alta.; and Frank H. Sherman, Taber, Alta. Judge Taylor was appointed by the Minister in the absence of a joint recommendation from Messrs. Smith and Sherman. The report of the Board had not been received in the Department at the close of the month.

VII. BOARD ESTABLISHED TO ADJUST DIFFERENCES BETWEEN MARITIME COAL, RAILWAY AND POWER COMPANY OF CHIGNECTO MINES, N. S., AND ITS EMPLOYEES.

THE Department received on June 25 an application from Chignecto Lodge No. 54, Provincial Workmen's Association, for the establishment of a Board of Conciliation to adjust differences between the Maritime Coal, Railway and Power Company, Limited, and its employees. The application was signed by Christopher F. Cameron and Ronald Buxton, master workman and secretary respectively of Chignecto Lodge. The number of men reported concerned was 200. The differences were said to relate to wages and conditions of labour. The wage claimed was set forth in detail in the form of a proposed agreement. The company submitted a reply in which a counter proposition was made

with respect to wages, and intimating a desire to discuss the general question of wages with a commission representing the Lodge. The Minister duly established the Board, appointing Mr. Brunswick B. Barnhill, of Two Rivers, County of Cumberland, N. S., on the recommendation of the company, and Mr. R. B. Murray, Springhill, N. S., on the recommendation of the men. At the close of the month, the Department had not received word from Messrs. Barnhill and Murray with reference to a third member of the Board (*).

(*) On July 6, the Rev. W. Charles Wilson, Springhill, N. S., was appointed third member and chairman of the Board, on the joint recommendation of Messrs. Barnhill and Murray.

VIII. DECISIONS UNDER THE ACT BY THE COURTS OF ALBERTA.

TWO decisions under the Act were recorded during the month by the Courts of Alberta, in the case, namely, (1) of an appeal by the Hillcrest Coal and Coke Company of Hillcrest, Alta., from the decision of Police Magistrate Belcher, of Pincher Creek, Alta.*; and (2) of an action for damages brought by the United Mine Workers of America against the Strathcona Coal Company of Strathcona, Alta., for alleged breach of contract. The Department had not at the close of the month received official statements with regard to these cases, but the decisions are taken from apparently reliable reports appearing in the daily press. Official reports will be published in the *Labour Gazette* as soon as received.

In the Hillcrest case, the company has been convicted of declaring a lockout contrary to the terms of the Industrial Disputes Investigation Act, 1907, and had been fined \$200 and costs, being \$100 for each of two days during which the lockout continued. The company closed its mine on October 10, while a Board of Conciliation and Investigation established under the Act was pursuing its investigations. The Miners' Union laid inform-

ation under the section of the Act forbidding a lockout pending an investigation before a Board. The appeal was heard before Judge Carpenter, Judge of the District Court of the Judicial District of Macleod, who dismissed the case with costs.

The action brought by the United Mine Workers of America against the Strathcona Coal Company of Edmonton, Alta., for breach of contract, was heard before the Honourable Mr. Justice Stuart, of the Supreme Court of Alberta, at Edmonton, and judgment was rendered by Judge Stuart on June 29, at Edmonton. The action called for \$12,000 damages, and the contract alleged to have been broken was an agreement made between the company and its employees before a Board of Conciliation and Investigation in December last.** Judge Stuart dismissed the action.

(*) The official report of the Police Magistrate to the Department in this case was printed in the *Labour Gazette* of December, 1907, p. 689.

(**) The text of the agreement in question, and a report of the Board of Conciliation and Investigation before the same was concluded, was printed in the *Labour Gazette* of January, 1908.

ANTI-ASIATIC RIOT AT VANCOUVER, B.C.—SETTLEMENT OF JAPANESE CLAIMS.

DURING the month of October, 1907, Mr. W. L. Mackenzie King, C. M. G., Deputy Minister of Labour, was appointed a commissioner by the Government of Canada to inquire into the losses and damages sustained by the Japanese population of the city of Vancouver, B. C., on the occasion of riots in that city during the month of September, 1907.*

(*) A copy of the memorandum to Council under which the commission was instituted, together with a statement of the opening proceedings of the commissioner at Vancouver, B. C., were published in the November, 1907, issue of the *Labour Gazette*, at pages 560-1. See also the *Labour Gazette* for December, 1907, page 694. It may be recalled that in the course of these proceedings a second commission was issued to the Deputy Minister to inquire into the methods by which Oriental labourers had been induced to emigrate to Canada. The report of this commission was published in the *Labour Gazette* for February, 1908, at page 929.

The report of the commissioner was presented to Parliament on June 30th, 1908. The following is a review of the more important features of the report:—

Proceedings of the Commissioner.

The report begins by reciting the steps taken by the commissioner in opening the inquiry. The notice given to the public is quoted, and the method explained by which the several claims were examined. In all, 80 witnesses were examined. The total number of claims presented was 107, of which 80 were for actual, and 53 for resultant or consequential losses. The total losses, as finally estimated, were fixed at \$9,036, of which

\$1,553.58 were on account of actual damages and the balance on account of resultant damages. In addition to this amount, it was recommended that the sum of \$600 be reimbursed to the Japanese consulate for sums expended in preparing estimates of claims, and an allowance of \$1,000 made on account of legal expenses. The sum of \$139, expended by claimants in declaring their claims, was also recommended to be reimbursed. The report quotes in full the forms of release signed by the several parties.

Method of Estimating Claims.

With reference to the manner in which the amounts allotted to the several claimants were estimated, the report states as follows:—

“The evidence taken before the commission will illustrate in a sufficiently comprehensive manner the bases on which the amounts allotted to the several claimants were estimated. It is not necessary, therefore, to more than indicate, in this report, the nature of the investigation and the points to which it may be necessary to direct special attention. Most of the claims presented appear to have been fair and reasonable. The fact that there is a difference of some \$4,500 between the total amount claimed and the total amount awarded, is to be accounted for by the somewhat exorbitant claims made by one or two merchants for alleged losses in business, and more or less excessive claims made by some Japanese boarding-house keepers, who claimed indemnity for a time exceeding that for which it appeared reasonable to make an allowance, or who, in hiring guards for the protection of their property during the time of the riot and the days immediately succeeding, failed to exercise reasonable judgment in the amounts they expended on this score. It would appear, however, that the more responsible persons of the Japanese community in Vancouver, and, in particular, the merchant class, fixed with moderation the amount of the loss for which compensation was requested. In individual cases the amounts would indicate that the claimants had in mind an “entente honorable” in

the nature of some recognition rather than full compensation of actual losses or damages sustained.”

“At the time of the riot, the Japanese consulate in Vancouver took immediate steps to ascertain the extent of the damage done to the several properties of the Japanese residents in the city. The services of a competent architect were retained to ascertain the actual damage and estimate the consequent loss. The consulate also retained a solicitor to assist in the preparation and declaring of the several claims, and the information thus collected was duly placed before the commission. The civic authorities of Vancouver did not take any steps to ascertain the amount of the damage occasioned by the riot. With the exception, therefore, of the statement prepared at the instance of the Japanese consulate, there was no guide to the actual losses other than the sworn statements of the several claimants and the receipts produced by them for expenditures incurred in making good the damage to their property. As receipts were produced in all cases save those in which repairs had not been made at the time the commission was sitting, there was not the trouble of assessing the losses on this score, which might have otherwise been occasioned. The one difficulty which presented itself was that of estimating the amount to be allowed a tenant, where the owner of the property was a person other than a Japanese resident of the city. In all such cases, a careful examination was made of the terms of tenancy, and damages allowed to the extent to which there was reason for believing that the losses incurred would fall upon the Japanese claimant. In the case of the actual damages, the estimate submitted was somewhat in excess of the amount subsequently expended in making repairs. With the preparation of this estimate the several claimants had had nothing to do, and the difference in amount was one which a British subject assessing losses under the circumstances might have reasonably conceded, in the absence of specific contracts or actual receipts. In estimating the resultant or consequential damages, special regard was had to

the evidence of the civic authorities in regard to the nature and effect of the disturbances, as well as to the peculiar circumstances in which the Japanese colony in Vancouver found itself placed in consequence of the unexpected and unprovoked nature of the attack made upon it. In some cases a personal visit was made to the premises and an inspection had of the books of the claimants."

Assistance Acknowledged.

Referring to the assistance rendered to the Commission by Mr. Kishiro Morikawa, the Japanese Consul, and by Mr. Howard J. Duncan, counsel of the Japanese government, the commissioner says:

"I desire to gratefully acknowledge the assistance given and the many courtesies extended throughout the enquiry and during my stay in Vancouver by Mr. Morikawa and the members of the Japanese consulate. While Mr. Morikawa took no part in the proceedings before the commission, he was unsparing in his efforts to facilitate and expedite the enquiry, and but for the careful manner in which he anticipated in many particulars the needs of the commission, it is certain that the investigation would have been materially prolonged. To Mr. Howard J. Duncan, the able counsel of the Japanese government, the thanks of the commission are also specially due, both for the care with which he advanced and safeguarded the interests of the several claimants and for the assistance given in eliciting facts relevant to the subject of the inquiry."

Correspondence between the Commissioner and the Japanese Consul.

The following communications which passed between the commissioner and Mr. Morikawa, the Japanese Consul, are quoted:—

"VANCOUVER, B. C., Nov. 15, 1907.

"Dear Sir,—

"On behalf of the Government of Canada, I beg to enclose a cheque for the sum of \$1,600, authorized by Order-in-Council, and payable to the order of His

Imperial Japanese Majesty's Consulate at Vancouver, being an allowance of \$1 000 on account of legal expenses, and reimbursement to the amount of \$600 for amounts expended by the Japanese consulate in the preparation of estimates and claims of losses and damages sustained by the Japanese population in the recent riots in the city of Vancouver, and the presentation of these claims before the Royal Commission appointed to enquire into the said losses and damages.

"The Japanese consulate at Vancouver has not presented any account for expenses incurred in the preparation of estimates and claims, or for professional services of counsel who appeared before the commission on behalf of the Japanese Government. When, as commissioner appointed to enquire into the losses and damages sustained by the Japanese population in Vancouver, I requested you to kindly let me have a statement of the amounts expended by the Japanese consulate, you intimated in reply that it was not your intention, or the desire of the Japanese consulate, to allow a consideration by the Government of Canada of any expenses which the consulate may have incurred in the preparation and presentation of claims made on behalf of the Japanese population in Vancouver.

"As you are aware, the careful preparation of estimates and claims, and the presence of counsel, greatly facilitated the enquiry. This of itself, in the opinion of the Dominion Government, is a sufficient reason why all such outlays should be fully met. I have, therefore, to express the hope that on further consideration, you will find it possible to accept the enclosed cheque on account of expenses incurred by the Japanese consulate in this connection.

"The Government has, by order-in-council, also authorized the payment of the sum of \$9,036 on account of losses and damages sustained by the Japanese population in the recent riots, and the reimbursement to claimants of the sum of \$139, expended by them in declaring their claims. Cheques in payment of the amounts due the several claims are at present being made out in accordance with the amount assessed as a re-

sult of the enquiry under Royal Commission just concluded. These cheques I hope to be in a position to hand to the several claimants some time to-morrow."

"I am, dear Sir,

Very respectfully yours,

(Sgd.) W. L. MACKENZIE KING,
Vancouver, B. C."

Commissioner.

M. Kishiro Morikawa,
"His Imperial Japanese Majesty's Consul

"His Imperial Japanese Majesty's Consulate,

"Vancouver, B. C., November 19th, 1907

"Sir,—"

"Permit me, on behalf of my Government, to thank you for your letter of the 15th instant, enclosing a cheque of \$1,600.00 as an allowance for expenses, legal and incidental, to my Government, in connection with the preparation and investigation of claims by Japanese residents for damages to their property in the unfortunate riots of the 7th September. I also thank you for the notification of the allowance of \$9,036.00 and costs of declaring claims by the Canadian Government for the payment of losses and damages sustained by the Japanese residents in the riot.

"I cannot too strongly express the satisfaction and approval of my Government in your award and adjustment of the losses and damages sustained by the Japanese residents here, a feeling, I am sure, shared by every claimant. If I may be permitted to say anything of a personal character, I would assure you that the great skill, unvarying patience

and urbanity which marked your conduct of the commission, has done much to restore the feelings of my countrymen here that the Canadian Government and the people of Canada are opposed to every element whose purpose is to defy the ordinary rules of decency in life, and the wider laws which bind nations in friendly accord.

"While appreciating the high and honourable motives which have prompted you and your Government to send me the cheque for \$1,600, I regret that it is impossible for my Government to accept a reward for protecting the interests and property of the subjects of Japan. This, and this only, is my reason for returning to you the cheque for \$1,600.00.

"You may assure your government of my grateful acknowledgement of their generous course, a policy which I am sure will make for an increase of good feeling between our peoples.

"I have the honour to be, Sir,

Your obedient servant,

(Sgd.) K. MORIKAWA,
H. I. Japanese M.'s Consul.

W. L. Mackenzie King, Esq., C. M. G.,
Commissioner,
Vancouver.

Conclusion.

The report concludes by quoting at some length from the address of the Counsel of the Japanese Government at the last session of the commission and from the remarks of the commissioner in reply. In an appendix to the report, a statement is given showing in detail the amounts allowed to each of the several claimants for actual or resultant losses and for declaring claims.

ANTI-ASIATIC RIOT—SETTLEMENT OF CHINESE CLAIMS.

ON March 25th, 1908, Mr. W. L. Mackenzie King, C. M. G., Deputy Minister of Labour, was appointed a commissioner by the Dominion Government to investigate into the losses sustained by the Chinese population of Vancouver, B. C., on the occasion of the riots in that city in September, 1907.

The report of the commissioner was presented to Parliament on June 30th, 1908.

Proceedings of the Commissioner.

At the time the commission was issued, Mr. King was absent in England on a mission to confer with the authorities of Great Britain on the subject of Oriental immigration to Canada, and immigration from India in particular. Mr. King left for Vancouver as soon as possible after his return to Canada, arriving there on May 24th.

The Chinese Government has no consul or other representative in Canada. Mr. Tung Cheng-Ling, attaché of the Imperial Chinese Legation at London, Eng., however, came to this country to be present at the enquiry, and Mr. Owyang King, Chinese consul at San Francisco, and Mr. Moy Bok Hin, Chinese consul at Portland, Oregon, were also present for the same purpose. Mr. George Cowan, K. C., acted as solicitor for the city of Vancouver, and Mr. Arthur McEvoy as counsel for the Chinese Board of Trade at Vancouver and for the other claimants.

On the presentation of claims by the solicitor, it was pointed out that although the number was considerable, several had been omitted. As the commissioner Mr. King directed him to enquire into all losses, it was decided that any claim which might be presented within three days of the opening of the commission would be considered.

Amount of Claims and Extent of Damages.

The claims as presented through English amounted in all to \$26,774.61, of

which amount \$2,568.98 was on account of expenses incurred by the Chinese Board of Trade, \$3,277.63 for actual damages, and \$19,928.00 for resultant damages. As amended by the addition of new claims and the alteration of amounts in certain of the original claims during the course of the enquiry, the revised total amounted to \$26,217.12, of which \$3,190.14 was on account of actual damages, and \$20,458 for resultant damages. In all, there were 227 claims presented, 125 being for actual and 102 for resultant damages. After a careful examination into each of the several claims, the commissioner found that the losses amounted in all to \$25,990, of which amount \$3,185.00 was on account of damages to property, \$2,969 on account of losses incurred by the Chinese Board of Trade, and \$20,236.00 on account of losses consequent upon the suspension of business and in other ways.

Method of Estimating Claims.

The report has the following to say in reference to how the respective amounts were made up:—

"It can serve no useful purpose to set forth in detail the bases on which the several accounts allowed to the respective claimants were arrived at, other than to say that while a strict regard was had for the fact that all payments would be defrayed from public monies, the trust nature of which cannot be too constantly kept in mind, each claim was considered in the light of the material facts and circumstances with a view to seeing that full justice was accorded to every claimant,

"With the exception of the estimates prepared immediately after the riot by one of the leading hardware companies of the city of Vancouver, at the instance of the Chinese Board of Trade, on which estimate the several claims for actual damages were based, there did not appear to be any estimate of actual losses. The civic authorities took no steps to ascertain the amount of damage done. Never-

theless, the actual damages were easily assessed. They were almost exclusively incurred on account of broken windows, signs and glass, a good portion of which was plate. The accuracy of the estimate was vouched for by members of the firm by which they had been made, and was further verified by the production of receipts by the several claimants for amounts expended. In the case of damage to property, the claimant, if a tenant, was allowed the actual loss only where it was shown that it had fallen upon him, and not upon the owner. With but one or two exceptions, the claimants in the case of damaged property were the owners and Chinese residents, and there was not, as in the case of the settlement of the claims of the Japanese tenants for damage done to property owned by white people, the same difficulty of ascertaining to whom, in the last resort, the cost of the damage was properly chargeable. In the case of broken plate glass, the several claimants were questioned in regard to insurance, and an examination made of insurance policies, where such existed; but in no case did it appear that the policies held by them were of such a nature as to entitle the claimants to any compensation from the companies with which they had insured.

"In the case of the resultant losses, which were largely in the nature of business losses on account of the necessary cessation at the time of, and the days immediately following, the riot, the accuracy of the several statements presented with the individual claims was vouched for by Mr. Ow Yang King, under whose supervision the same had been prepared. It was stated by Mr. Ow Yang King that in the preparation of these statements, a careful examination of the books of the several claimants had been made wherever this was thought necessary or desirable. Before the commission, these statements, which related to business being done at the time of the riot, were tested by a comparison with the businesses of the several claimants as actually existing at the time of the sittings of the commission, as well as by a comparison in each case with the total business of the year, and by a comparison of the business of one firm with that of others, claiming like or different

amounts. The claimants, almost without exception, appear to have exercised moderation and a sense of fairness in the amount at which their respective business losses were estimated. In only two cases was a claim made for losses beyond a period of six days. Some of the claimants took account only of losses on account of expenditures for the time during which their places of business had been closed, and omitted any reference to loss of profits during the same time. The only case in which there was any real difficulty in ascertaining resultant losses was in the amounts claimed for payments to guards in protecting property, and for boarding Chinese from different parts of the city, who took refuge in the dwellings of certain of the merchants during the time of the riot and the days immediately following. In assessing these losses, regard was had to the nature of the premises protected and the reasonableness of the number of persons alleged to have been employed or sheltered, and the amounts alleged to have been expended. Except in the case of restaurant keepers who lost some perishable goods, there were few claims for spoiled or damaged merchandize, and there were but one or two claims on account of loss of orders which it was alleged had been cancelled because of not being filled at the time of the riot.

"It appears that during the time of the riot, the Chinese residents purchased a considerable quantity of firearms and ammunition. The claimants were quite frank in their admission that these weapons had been purchased for the purpose of defence, and would, in all probability, have been used had further unwarranted attacks been made upon them. As it appeared that there was no necessity for the purchase of these firearms, any amounts claimed for payment on this score were wholly disallowed, as were also sundry small charges for the purchase of lanterns, hose and the like, which some of the claimants alleged they had obtained as means of protecting their property in the event of incendiarism."

Correspondence between the Commissioner and the Representative of the Chinese Government.

The report contains a copy of the following communications between the com-

missioner and the representative of the Chinese Government —

VANCOUVER, June 11, 1908

"Sir,—

I have the honour to inform you that having made a careful examination under Royal Commission into the losses sustained by the Chinese residents of the city of Vancouver, in consequence of the anti-Asiatic riots in September of last year, I have, as directed in my commission, reported the result of the investigation, so far as relates to the total losses sustained, which I have estimated as amounting to \$25,990.00. I recommended that, in addition to this amount, the sum of \$1,000 should be allowed to the claimants on account of legal expenses.

"I have pleasure in further informing you that I have to-day received from Ottawa, a telegram stating that Council has approved the sums recommended for payment, and that an amount covering the same will be put in the supplementary estimates to be presented to Parliament at the present session, and will be paid to the claimants as soon as voted.

I have the honour to be, Sir,

Your obedient servant,

(Sgd.) W. L. MACKENZIE KING,
Commissioner.

Mr. Tung Cheng-Ling,
Attaché to the Imperial Chinese Legation
of London,
Vancouver."

Vancouver, June 13th, 1908.

"Sir,—

I have the honour to acknowledge receipt of your favour of the 11th inst., informing me that after having made a careful examination, under Royal Commission, into the losses sustained by the Chinese residents of the city of Vancouver, in consequence of the anti-Asiatic riots of September last year, you have reported to the Governor-General of Canada in Council the result of the investigation so far as relates to the total losses

sustained, which you have estimated as amounting to \$25,990.00, with the recommendation that an additional sum of \$1,000 be allowed to the claimants on account of legal expenses, and further informing me that you have received from Ottawa a telegram stating that Council has approved of the sums recommended for payment, and that an amount covering the same will be put in the supplementary estimates to be presented to Parliament at the present session, and will be paid to the claimants as soon as voted.

"I have the honour to inform you that I will communicate the contents of your note to our Minister at London, and I have no doubt that he will be much pleased at the result.

"In the present inquiries conducted by you, I beg to state that although officially neither my colleague nor myself could have been anything other than that of a spectator, yet personally we were much gratified by the fairness with which the inquiries were made and for the many courtesies you have shown us we desire to express to you our high appreciation and sincere thanks.

"I have the honour to be, Sir,

Your obedient servant,

(Sgd.) TUNG CHENG-LING.

To Mr. Mackenzie King, C. M. G.,
Royal Commissioner, etc.,
Vancouver."

Acknowledgment of Assistance.

The report contains the following with reference to the assistance rendered the commission by the claimants' counsel and by the Chinese officials:—

"I have made mention of the presence of Mr. Tung Cheng-Ling and other Chinese officials at the sittings of the commission. Their presence was not only gratifying, as an evidence of the appreciation of the Chinese Government of the action of the Canadian Government in instituting the investigation, but was also salutary as affording to the several claimants

as assurance, if any such were needed, that their interests would be fully protected before the commission. I have pleasure in acknowledging their assistance and courtesies wherever opportunity afforded. I desire to make special mention of the important services rendered by Mr. Owyang King in the preparation of the several claims, and of the valuable assistance given the commission by Mr. McEvoy, the able counsel who appeared on behalf of the several claimants. But for the forethought and good judgment exercised by Mr. Owyang King and Mr. McEvoy at the time of the riots, and in the preparation of the several claims, as well as in their presentation, the duties

of the commission would have been arduous indeed, and the time necessary for investigation considerably prolonged."

Conclusion.

The report concludes with a reference to the opium traffic in British Columbia, concerning which information was disclosed in the course of the inquiry. The statement of the commissioner in this connection is given elsewhere in this issue of the *Gazette*.

In an appendix to the report, a detailed statement is given showing the amounts allowed the several claimants for actual and resultant losses.

THE OPIUM TRAFFIC IN CANADA.

THE report of Mr. Mackenzie King, the commissioner appointed to investigate into the losses sustained by the Chinese population of Vancouver, B. C., during September, 1907, which report was presented to Parliament on the 30th of June, contains the following statement with reference to the opium traffic in Canada, based on information which was brought to light in the course of the inquiry before the commission.

"I desire respectfully to bring to the attention of Your Excellency-in-Council a matter of serious significance and importance which was disclosed during the course of the enquiry under the present commission. In the investigation of the different losses, a claim was made for \$600.00 by each of two opium manufacturers on account of loss of business for six days, their places of manufacture having been closed for that length of time in consequence of the riots. I was somewhat surprised at the presentation of claims for losses in such a business. There does not appear, however, to be any existing legislation prohibiting the importation of crude opium, or its manufacture in Canada, and the only restraint upon the manufacture of that article in the city of Vancouver is the municipal regulation requiring the taking out of a license and the payment therefor of a fee of \$500.00 before the manufacture can be carried on within the city limits."

"In ascertaining the basis on which the above losses should be computed, I went somewhat fully into the nature and extent of the business of the two concerns, on behalf of which claims were presented. I also personally inspected the premises and saw the process by which the manufacture of opium is carried on. In the case of one of the establishments, it was stated by the proprietor that he had been engaged in the business for a period of ten years, and was employing, at the time of the riot, ten persons; that his gross receipts from this source alone for the year 1907, totalled \$180,000; that his wage bill for the month amounted to \$485.00; and that his estimated net profits for the year 1907 was \$20,000. This was after deducting \$5,820 for wages, \$1,080 for rent, and \$500 for license fee. In the case of the other concern, the proprietor stated that while keeping a small store, his main business was that of carrying on the manufacture of opium, in which he had been engaged for a period of twenty-one years; that he was employing, at the time of the riot, nineteen persons; that his gross receipts totalled between \$170,000 and \$180,000 for the year 1907; that his wage bill for the month amounted to \$1,525, and that his estimated net profit for the year 1907 was \$15,000, after deducting \$18,200 wages, \$1,800 for rent and \$500 for license fee.

"Both manufacturers stated that they

sold to white people as well as to Chinese and other Orientals; that the opium was consumed in different parts of the Dominion, and that, in addition to their own factories, there were three or four other opium factories in the city of Victoria, and one in New Westminster, all of which were doing an extensive business.

"Regarding it as an anomaly that the Government of Canada should, under any circumstances, be held bound to make good pecuniary losses in an industry so inimical to our national welfare, and having regard to the discretion given me by my commission, I feel it my duty respectfully to submit that the operations of the opium industry in Canada should receive the immediate attention of the Parliament of the Dominion, and the several legislatures, with a view to the enactment of such measures as will render impossible, save in so far as may be necessary for medicinal purposes, the continuance of such an industry within the confines of the Dominion, and as will assist in the eradication of an evil which is not only a source of human degradation, but a destructive factor in national

life. This industry, I believe, has taken root and has developed in an insidious manner without the knowledge of the people of this country. Its baneful influences are too well known to require comment. The present would seem an opportune time for the Government of Canada and the Governments of the provinces to co-operate with the Government of Great Britain and China in a united effort to free the people from an evil so injurious to their progress and well-being. Any legislation which may be directed to this end will have the hearty endorsement of a large proportion of the Chinese residents of this country, who, as members of an Anti-Opium League, are doing all in their power to enlighten their fellow-citizens on the terrible consequences of the opium habit, and to suppress, as effectually as possible, the traffic which, for so many years, has been carried on with impunity."

It was expected that a special report by Mr. King on the need for the suppression of the opium traffic in Canada would be presented to Parliament early in the month of July.

NOVA SCOTIA LEGISLATION AFFECTING LABOUR, 1908.

THE second session of the thirty-fourth General Assembly of Nova Scotia convened on February 13, and prorogued on April 16, 1908, some seventy public acts being assented to. A review of the acts of the session, of importance to industry and labour, is presented in the following article ⁽¹⁾.

Old Age Pensions for Colliery Workers.

An act was passed incorporating the Nova Scotia Colliery Workers' Provident Society and creating an old age pension board. The act was based on the findings of a special committee authorized under a statute passed in 1907 ⁽²⁾. Under

the provisions of the act every person employed in or about a coal mine in Nova Scotia is to be a member of the society, provided he is not suffering from any chronic disease. When 30 persons are employed in any coal mine, a branch of the society is to be formed. For the administration of the society a board consisting of the Commissioner of Works (chairman), the Provincial Treasurer (treasurer), the Deputy Commissioner of Works and Mines (secretary), a person appointed annually, to be an officer in the employ of the coal mine owners, and two persons to be appointed for a term of three years by the branch societies. The powers of the board include the providing of a constitution for branch societies, the supervision of the work of the branch societies, the formulating of a scheme providing old age and total disability pensions for members, and the determining of the sums to be contributed in aid

⁽¹⁾ An advance copy of the public statutes of the province was received at the Department during the month of June by courtesy of the King's Printer of Nova Scotia.

⁽²⁾ A reference to this act was published in the *Labour Gazette* for July, 1907, page 73; a further statement re the appointment of the commission appeared in the October, 1907, *Labour Gazette* at page 356, and a review of the commission's findings in the *Labour Gazette* for March, 1908 at page 1122.

thereof by the members and the coal mine owners. The board is to have the custody of all funds in excess of \$1,000 in the hands of any branch. Coal mine owners are to retain the monthly dues payable to the branch by every member and likewise the monthly contribution payable by each member to the pension fund, remitting the same to the proper person. The management of the affairs of the local branches is to be in the hands of a committee of seven. The governor-in-council will contribute 12½ cents per month for each member of a branch society, up to an aggregate sum of \$18,000 and a similar monthly contribution to the old age pension and total disability provision up to a similar limit. Mine owners are required to pay 6½ cents per month for each member of a branch society and the sum of 75 cents per year to the treasurer of the board for each member in aid of the old age pension fund. The establishment of an emergency fund, against cases of serious disasters, is provided for, the fund to be available for the support of widows as soon as it amounts to \$50,000, and for the support of children of deceased members as soon as it amounts to \$100,000. Any relief granted under the statute is exempt from execution and the statute does not affect the liability of any person or corporation for damages resulting from any wrongful act, neglect or default ⁽³⁾.

Miners' Relief Societies.

The act of the revised statutes having reference to miners' relief societies is amended by the addition of a clause empowering the government to act as custodian of all funds in excess of \$1,000 in the hands of any society. Such sums are to be repaid as the needs of the society require. The act of 1901, providing for an annual "Miners' Relief Grant", is repealed ⁽⁴⁾.

Commission on Hours of Labour.

The appointment was authorized by a special statute of a commission of three

members to enquire into and report upon the economic effect of a limit to a working day for the workmen employed in the various industries of the province of Nova Scotia, with special reference to the effect of limitations on the following matters:

- a. Production,
- b. Wages,
- c. Employment,
- d. Export trade,
- e. Canadian industries,

regard being had to the different conditions obtaining in different districts of amount and cost of production ⁽⁵⁾.

Coal Mines' Regulation Act.

An act was passed consolidating and amending the Coal Mines' Regulation Act. The provisions of the act are set forth under the following headings: Certified managers and other officials; certificated workmen; employment of boys; payment of wages; single shafts; returns and notices; abandoned mines; inspection and coroners' inquests; general rules; special rules; submarine areas; notices and penalties. The closing sections of the act have reference to the qualifications of stationary engineers, the provisions of the law with regard to the examination of engineers, the granting of certificates of service and of competency, the employment of engineers, and penalties, being dealt with at length ⁽⁶⁾.

Technical Education.

The council of any city, town or municipality is permitted to grant such amounts as may be deemed expedient towards the support of a local technical school and may include such amounts in the annual estimates to be rated and collected annually, in the same manner and with the same remedies as other rates and taxes ⁽⁷⁾.

Forest Protection.

Fires started between May 1 and December 1 in or near forests for cooking or

⁽³⁾ Stat. N. S., 1908, chap. 14. The commission was appointed by the government of Nova Scotia during June.

⁽⁴⁾ Stat. N. S., 1908, chap. 8.

⁽⁷⁾ Stat. N. S., 1908, chap. 66.

⁽³⁾ Stat. N. S., 1908, chap. 2.

⁽⁴⁾ Stat. N. S., 1908, chap. 12.

industrial purposes must be "completely" extinguished before the place is left. The wording of the act previously was "carefully" extinguished. The employment of watchmen for fire protection purposes at mills within 60 rods of any wood is now made obligatory, whereas previously the requirement applied only to portable mills ⁽⁸⁾.

Miscellaneous.

Two acts were passed having reference to the regulation of *motor vehicles* ⁽⁹⁾.

⁽⁸⁾ Stat. N. S., 1908, chap. 15.

⁽⁹⁾ Stat. N. S., 1908, chaps. 53 and 54.

An act was passed for the *encouragement of agriculture*, having reference to agricultural societies, county exhibitions, etc. ⁽¹⁰⁾.

An act was passed to facilitate the incorporation of *farmers' fruit, produce and warehouse association*. Such associations must consist of at least five persons and must have a capital stock of not less than \$1,000, of which not less than one half must be subscribed ⁽¹¹⁾.

⁽¹⁰⁾ Stat. N. S., 1908, chap. 3.

⁽¹¹⁾ Stat. N. S., 1908, chap. 33.

FIRST AID TO THE INJURED—THE MONTREAL ROLLING MILLS COMPANY'S BRANCH OF THE ST. JOHN AMBULANCE ASSOCIATION.

The following article was contributed to the *Labour Gazette* by Mr. R. H. McMaster, Works Assistant to the General Manager of the Montreal Rolling Mills Company.

ONE of many new schemes to benefit the factory worker is that known as the teaching of first aid to the injured, a system recently introduced by the Montreal Rolling Mills Co., and which is working very satisfactorily. Certain industries are more liable to danger than others, and in a factory as large as that of the Montreal Rolling Mills accidents are bound to occur, no matter how many precautions are taken to insure the workman's safety. The attention of the management of this company was first drawn to the importance of first aid training by an accident last year, when a workman nearly bled to death because no one around knew what to do for him. When an accident occurs time must elapse before the ambulance arrives, and it is often essential that the victim be given immediate care if his life is to be saved. Even in less serious cases much can be done for the comfort of the injured man if his fellow workmen understand what is required.

Training of Employees.

At the company's request the first aid system was introduced last year into the Montreal Rolling Mills by the St. John Ambulance Association, an organization

of world wide fame, which has its headquarters in England. Dr. Walter A. Wilkins undertook the work and three classes of thirty men each, were organized. The course comprised five monthly lectures, on Monday nights from 8 to 9 p.m. The men were trained what to do in cases of cuts, sprains, poisoning through acids, hemorrhages, fractures, burns or scalds, etc. They learned about the human body, how to apply bandages, to stop bleeding, artificial respiration, how to lift and carry the sick or injured, and to prepare for the arrival of the surgeon. The last half hour of each lecture was devoted to practical work, such as the application of bandages and splints, lifting and carrying wounded on stretchers.

At the end of the course an examination was held under the direction of Dr. Ridley Mackenzie, and those who passed were given certificates from the headquarters of the St. John Ambulance Association in England. Candidates for examinations were obliged to attend four out of the five lectures. It was particularly gratifying to the management of the company to find that out of the ninety men in the first three classes, sixty-seven were successful in getting their certificates.

Working Methods.

In order that the right men may be found when an accident occurs, the names

of those who have taken the courses and passed successfully are posted in the different departments. Thus no difficulty occurs in getting someone at once to take charge of the case, and with the assistance of others, he renders aid to the sufferer until the arrival of the physician and ambulance. In each portion of the factory is a cabinet containing splints, bandages, and other emergency requirements.

The first aid system has been given a great many trials during the past year and has always proved successful. In the Wire Mill there were several accidents which might have led to serious results but for the members of the first aid class. In one case a man walking through the cleaning department ran into another employee who was carrying a pail of sulphuric acid; one of the men was badly burned on both legs, but the first aid men got hold of him at once, tore his clothes off, bandaged him up and sent for a doctor. The doctor complimented the men upon their good work, and said that if they had not rendered speedy assistance the victim would have been laid up for a few weeks, whereas he only lost one day's work.

In the Rolling Mill Department a man incurred a compound fracture of the leg. The first aid class put him in a comfortable position, removed some of his clothing, cleansed the dirt from the wound and applied splints in a proper manner. Accordingly when the surgeon arrived with the ambulance half an hour later, he simply had to put the man on the stretcher and take him away to the hospital. Without the first aid system

that man would have been left in agony until the arrival of the ambulance.

The management of the first aid system in this factory rests in the hands of a committee of the superintendents. This committee picks out the men for the courses with a view to having them represent all the different parts of the establishment. The company pays the lecturer, the examiner and for all the necessary supplies. There has not been the slightest difficulty in obtaining recruits for the classes.

The men are enthusiastic over the idea, because they see what benefit it is to them, and the attendance at lectures has been remarkably good.

The possibilities of the men who have taken the courses getting out of practice and forgetting the instructions they have received has been overcome in this way. A demonstration for graduates is held once a month, and every three months they are given a special lecture by Dr. Wilkins, in order to brush up their knowledge and to answer any questions that may come up.

The company in undertaking this system in their factory has found that it is highly appreciated by the workmen. The risk of accidents or illness is always present, and the fact that the employers are doing their best to diminish suffering by this means, increases the confidence of the men and marks the shop as a favourable one in which to work.

The expense to the company has been considerable, but they feel amply rewarded by the results obtained.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING JUNE, 1908.

The following is a list of contracts awarded by the Department of Public Works and the Department of Railways and Canals which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

PUBLIC buildings, heating apparatus, Edmonton, Alta.; name of contractors, Bennett & Wright Co., Ltd.,

Edmonton, Alta.; date of contract, May 26, 1908; amount of contract, \$448.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per day of 8 hours, Not less than:
Steamfitters.....	\$.56½ per hour.
Steamfitters' helpers.....	.35 "
Labourers.....	.28½ "

Additions and alterations to post office at Victoria, B. C.; names of contractors, Dinsdale & Malcolm, Victoria, B.C.; date of contract, May 26, 1908; amount of contract, \$14,267.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Stonecutters.....	\$5.00 per day of 8 hours.
Bricklayers.....	5.00 " 8 "
Masons.....	5.00 " 8 "
Carpenters.....	4.00 " 8 "
Joiners.....	4.00 " 8 "
Stairbuilders.....	4.00 " 8 "
Plasterers.....	5.00 " 8 "
Lathers.....	2.50 per 1,000.
Painters and glaziers.....	3.50 per day of 8 hours.
Plumbers.....	4.00 " 8 "
Steam and gasfitters.....	4.00 " 8 "
Tinsmiths.....	3.50 " 8 "
Metal roofers.....	3.50 " 8 "
Structural iron workers.....	4.00 " 8 "
Electricians.....	3.50 " 8 "
Blacksmiths'.....	3.50 " 9 "
Blacksmith's helpers.....	2.50 " 9 "
Ordinary labourers.....	2.25 " 8 "
Builders' labourers.....	2.50 " 8 "
One horse, cart and driver..	4.00 " 9 "
Two horses, wagon & driver	6.00 " 9 "

Public building at Magog, Que., name of contractor, R. Cameron, Almonte, Ont. date of contract, May 27, 1908; amount of contract, \$19,940.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Carpenters.....	\$2.00
Painters and glaziers.....	2.00
Bricklayers.....	3.00
Masons.....	3.00
Stonecutters.....	3.50
Plasterers.....	3.00
Plumbers and steamfitters..	3.00
Sheet metal workers.....	2.50
Electricians.....	2.50
Builders' labourers.....	1.50
Common labourers.....	1.25
Driver, one horse and cart..	2.50
Driver, two horses & wagon	4.00

Deep water wharf, Campbellton, N.B.; name of contractor, Wm. Glover, Campbellton, N.B.; date of contract, May 27, 1908; amount of contract, \$35,475.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Foreman carpenter.....	\$ 25
Carpenters.....	1.50
Blacksmiths.....	2.00
" helpers.....	1.50
Ordinary labourers.....	1.25
Driver, with 1 horse and cart	2.00
Driver, with 2 horses, wagon	3.00

Landing pier, St. Pierre les Becquets, Qué.; name of contractor, Eugène Patenaude, Montréal, Qué.; date of contract May 30, 1908; amount of contract, \$7,456.75.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Foreman carpenter.....	\$2.25
Carpenters.....	1.75
Engineer on Pile Driver....	2.00
Blacksmiths.....	2.00
Blacksmiths' helpers.....	1.25
Ordinary labourers.....	1.25
Skilled labourers.....	1.50
Driver with 1 horse and cart	2.00
Driver with 2 horses, wagon	3.00

Extension to breakwater, Toronto Island, Ont.; name of contractors, R. Miller & R. Cumming, Toronto, Ont.; date of contract, June 8, 1908; amount of contract, \$39,000.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Foreman carpenter.....	\$3.50
" mixing concrete.....	2.50
" laying concrete ..	2.50
" stone crusher ..	2.50
Engineman on pile driver..	2.50
Carpenters.....	.33 per hour.
Blacksmiths.....	3.50
Blacksmith's helpers.....	2.25
Ordinary labourers.....	1.75
Driver with 1 horse and cart	3.50
Driver with 2 horses, wagon	4.50

Public buildings, Knowlton, Qué.; names of contractors, J. Simoneau & A. Dion, Sherbrooke, Qué.; date of contract, June 22, 1908, amount of contract, \$16,150.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Carpenters.....	\$1.75
Joiners.....	2.00
Bricklayers.....	3.50
Masons.....	3.00
Stonecutters.....	3.50
Painters.....	2.00
Plumbers and steamfitters..	2.50
Sheet metal workers.....	2.00
Plasterers.....	3.00
Builders' labourers.....	1.50
Common labourers.....	1.25
Driver with 1 horse and cart	2.00
Driver, with 2 horses, wagon	3.00

Department of Railways and Canals.

Extension to Freight Shed and Platform at Ste. Flavie, Qué. Intercolonial Railway. Date of Contract, June 6th, 1908. Amount of Contract, \$1,768.00. Contractor, Zenon Ouellet, of Bic, in the Province of Quebec.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Masons.....	\$2.50
Bricklayers.....	3.00
Carpenter.....	1.75
Painters and glaziers.....	1.75
Builders' labourers.....	1.50
Common labourers.....	1.25
Driver, 1 horse and cart....	2.00
Driver, 2 horses and wagon	3.00

Wiring of Station and Platforms at Amherst, N.S., Intercolonial Railway. Date of Contract, June 26th, 1908. Amount of Contract, \$1,315.00. Contractors, The Canada Electric Co., Ltd. of Amherst, N.S.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Electric foreman.....	\$2.50
" linemen.....	1.75
" wiremen.....	1.75
Pipe fitters.....	2.00
Carpenters.....	1.75

Erection of Suspension Foot Bridge over Riviere du Loup, Que., Intercolonial Railway. Date of Contract, June 26th, 1908. Amount of Contract, \$1,620.00. Contractors, Cloutier & Gaudreau, of L'Islet, in the County of L'Islet and Province of Quebec.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Carpenters.....	\$2.00
Blacksmiths.....	2.00
Labourers.....	1.25
Driver, 1 horse and cart....	2.00
Driver, 2 horses and wagon	3.00

Post Office Department.

The following orders for supplies were given, subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount of Order.
Making metal dating stamps and type and making other hand stamps and brass crown seals.....	\$ 907.9
Making and repairing rubber dating stamps and type, also other stamps....	157.0
Supplying stamping material and wooden boxes, and repairing stamping pads....	880.8
Making Post Office scales.....	312.5
Supplying mail bags.....	2,421.2
Repairing mail bags.....	1,472.3
Supplying Railway Mail Clerks' tin travelling boxes, and repairing portable letter boxes, Railway Mail Clerks' tin travelling boxes and parcel receptacles.....	78.3
Making and repairing miscellaneous articles of postal stores.....	86.4
Making up and supplying articles of official uniform.....	958.2
Making and repairing mail locks and supplying mail bag fittings.....	3,422.6

DOMINION STEEL WORKERS' MUTUAL BENEFIT SOCIETY.

THE second annual report of the directors of the Dominion Steel Workers' Mutual Benefit Society, for the year ending April 30, 1908, was recently

	1907				1908				Decrease or Increase.					Percentage of Decrease or Increase.
	Males	Females	Children	Totals	Males	Females	Children	Totals	Decrease Males	Increase Males	Decrease Females	Decrease Children	Decrease Totals	Decrease
Port:														
Atlantic Ocean														
Ports....	24,972	5,052	4,414	34,438	13,637	3,809	3,223	20,669	11,335	....	1,243	1,191	13,769	40
On the														
and States	5,131	2,103	2,379	9,613	5,678	1,531	1,877	9,086	.....	547	572	502	527	5
Totals.....	30,103	7,155	6,793	44,051	19,315	5,340	5,100	29,755	10,788	....	1,815	1,693	14,296	32
by:														
Atlantic Ocean														
Ports...	24,744	7,153	6,858	38,755	9,245	4,208	3,692	17,145	15,499	....	2,945	3,166	21,610	56
from the														
and States	3,749	1,522	1,651	6,922	3,922	1,209	1,307	6,438	.....	173	313	344	484	7
Totals.....	28,493	8,675	8,509	45,677	13,167	5,417	4,999	23,583	15,326	....	3,258	3,510	22,094	48
(1. totals	58,596	15,830	15,302	89,728	32,482	10,757	10,099	53,338	26,114	....	5,073	5,203	36,390	41

British Emigration Returns.

During the month ended April 30th, 1908, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING 1908-07.

Nationality.	1908	1907
English.....	8,559	14,024
Welsh.....	129	(*)
Scotch.....	2,012	3,930
Irish.....	679	705
British Colonial.....	98	(*)
Total of British origin.....	11,477	18,659
Foreign.....	954	1,595
Total.....	12,431	20,054

During the four months ending April 30th, 1908, the number of passengers leaving the United Kingdom, as above mentioned, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING JANUARY-APRIL, 1908-07.

Nationality.	1908	1907
English.....	16,354	31,354
Welsh.....	443	(*)
Scotch.....	4,146	10,896
Irish.....	1,270	1,828
British Colonial.....	132	(*)
Total of British origin.....	22,345	44,256

Homestead Entries During May 1908.

The following statement shows the number of homestead entries made in May, 1908, as compared with May, 1907:

(*) Not separately distinguished in 1907.

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF MAY, 1908, AS COMPARED WITH MONTH OF MAY, 1907.

Agency.	1908	1907	Increase	Decrease
Battleford.....	443	709	.....	266
Brandon.....	3	8	.....	5
Calgary.....	203	91	112	.....
Dauphin.....	31	38	.....	7
Edmonton.....	505	488	17	.....
Estevan.....	28	22	6	.....
Humboldt.....	146	284	.....	138
Kamloops.....	39	9	30	.....
Lethbridge.....	210	225	.....	15
Moose Jaw.....	539	477	62	.....
New Westminster.....	2	7	.....	5
Prince Albert.....	127	127	.....	.....
Regina.....	101	133	.....	32
Red Deer.....	211	219	.....	8
Winnipeg.....	43	73	.....	30
Yorkton.....	142	343	.....	201
Total.....	2,773	3,253	227	707

It will be seen that there has been a decrease in the number of homestead entries made in May, 1908, of 480.

A statement of the homestead entries made during the first five months of the calendar year, 1908, compared with the corresponding months of the calendar year, 1907, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES JANUARY-MAY, 1908 AND 1907, RESPECTIVELY.

Month.	1908	1907	Increase	Decrease
January.....	1,453	1,111	342	.....
February.....	1,420	1,033	387	.....
March.....	1,869	1,589	280	.....
April.....	2,987	2,594	393	.....
May.....	2,773	3,253	.....	480
Total.....	10,502	9,580	1,402	480

It will be observed that there has been a net increase of 922 in the number of homestead entries made during the first five months of 1908, compared with the same months of 1907.

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia during the month of May, 1908, were as follows:—

NATIONALITIES OF HOMESTEADERS IN
MAY, 1908.

Nationalities.	No. of Entries.
Canadians from Ontario.....	333
" Quebec.....	67
" Nova Scotia.....	21
" New Brunswick.....	9
" Prince Edward Island.....	6
" Manitoba.....	72
" Saskatchewan.....	98
" Alberta.....	48
" British Columbia.....	10
Persons who had previous entry.....	270
Newfoundlanders.....	51
Canadians returned from the United States..	738
Americans.....	394
English.....	93
Scotch.....	59
Irish.....	20
French.....	11
Belgians.....	2
Swiss.....	1
Italians.....	19
Roumanians.....	2
Syrians.....	87
Germans.....	177
Austro-Hungarians.....	8
Hollanders.....	8
Danes (other than Icelanders).....	4
Icelanders.....	49
Swedes.....	48
Norwegians.....	64
Russians (other than Mennonites and Douk-hobors).....	2
Mennonites.....	1
Doukhobors.....	1
Chinese.....	1
Japanese.....	1
Persians.....	1
Australians.....	1
New Zealanders.....	1
Total.....	2,773

Representing 6,522 souls.

Lands Patented in May, 1908.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, issued by the Department of the Interior during May, 1908, is as follows:—

LANDS PATENTED DURING MAY 1908.

Nature of Grant.	May, 1908.	
	No. of Patents.	No. of Acres.
Alberta Ry. & Irrigation Co.'s sales	5	2,880.00
British Columbia homesteads	6	756.50
British Columbia sales	3	178.40
Coal Lands sales	3	450.00
Homesteads	1,854	293,763.10
License of occupation	4	.....
Manitoba Act grants	3	153.25
Military homesteads	.....	.....
Mining lands sales	1	7.88
Mineral rights (1,040 acres)	5	.....
North West halfbreed allotments	.....	.....
North West halfbreed grants	10	1,600.48
Parish sales	.....	.....
Railways:	.....	.....
Canadian Northern Railway	1	5,763.00
Can. Pac. Ry. grants	4	454.00
Can. Pac. Ry. grants, Souris Branch	5	969.68
Grand Trunk Pac. Ry. grants	26	303.51
Man. South Western Col. Ry. Co.	1	160.00
Sales	37	3,198.53
School lands sales	18	3,020.79
Special grants	13	52.07
Totals	1,999	313,711.19

In May, 1907, the number of patents issued was 1,682, covering an area of 400,134.30 acres, showing an increase for the month of May, 1908, of 317 in the number of patents issued, but a decrease of 86,423.11 acres in the area patented.

Land Sales.

Of a total of 789 entries made in May, 1908, by persons coming from the United States, there were 184 from North Dakota, 126 from Minnesota, 51 from Michigan, 50 from Washington, 46 from Wisconsin, 43 from Illinois, 39 from Iowa, 36 from South Dakota, 32 from Montana, 23 from Missouri and 21 from Nebraska.

The following is a statement of the farm land sales made by the Canada Northwest Land Company, Limited, during the month of May, 1908, compared with the sales of May, 1907, and for the year 1908 to May 31st, compared with the corresponding period a year ago.

LAND SALES OF CANADA NORTHWEST LAND COMPANY.

	Acres.	Price obtained.
May, 1908.....	1,281.50	\$13,145.00
May, 1907.....	2,830.73	32,312.06
Decrease, 1908.....	1,549.23	\$19,167.06
From Jan. 1 to May 31, 1908..	3,421.01	\$38,087.94
“ “ “ 1907..	9,876.28	109,250.88
Decrease, 1908.....	6,455.27	\$71,162.94

Notes.

During the fiscal year ending March 31, 1908, some 1,482 *Chinese* arrived in Canada paying poll-tax of \$500 each, which amounted to \$741,000. In addition, 752 *Chinese* who were exempt from poll-tax arrived.

A circular was recently issued by the *Chinese* Board of Trade of Vancouver, B.C., for distribution in China with a view to discouraging indiscriminate immigration to this country.

Efforts are being made by the Bureau of Colonization of Ontario to induce farmers with capital to migrate to Canada and take up improved farms in that province. In order that the Bureau may be equipped to furnish information on the opportunities in the province, a list of farms for sale in various sections is being compiled. It is not intended that the department shall act as an agent in any transfer of these properties, but merely that a source of information may be provided that intending purchasers may consult, whence they may learn the agent or owner of the property. In Great Britain at the present time much is being done by the Ontario Government to bring to the knowledge of the class of people desired the fact that owing to the movement of farm labourers and young men to the North and the West, many farms can be bought in Southern Ontario for less than their productive value.

ASIATIC IMMIGRATION.

The following Order-in-Council requiring certain Asiatic immigrants to have at least two hundred dollars in their possession before being permitted to enter Canada was passed by the Privy Council of Canada on June 3, 1908:—

HIS EXCELLENCY

The GOVERNOR GENERAL-IN-COUNCIL:

WHEREAS by the Order-in-Council of the 18th January, 1908, it is provided that in accordance with section 20 of the Immigration Act, the Immigration Agent at any port shall require every immigrant, male or female, eighteen years of age or over, to have in his or her possession money to a minimum amount of twenty-five dollars, in addition to a ticket to his or her destination in Canada, unless satisfactory evidence is furnished that the immigrant is going to some definite employment or to relatives or friends already settled in Canada, who will take care of such immigrant, and by a further Order-in-Council of the 27th March, 1908, this arrangement is continued in force:

AND WHEREAS Canada is looking primarily for immigrants of an agricultural class to occupy vacant lands, and as immigrants from Asia belong as a rule to labouring classes, and their language and mode of life render them unsuited for settlement in Canada, where there are no colonies of their own people to ensure their maintenance in case of their inability to secure employment, it is necessary that provision be made so that such immigrants may be possessed of sufficient money to make them temporarily independent of unfavourable industrial conditions when coming into Canada.

THEREFORE His Excellency the Governor General-in-Council is pleased to order that the amount of money required to be in possession of each immigrant as a condition to his being permitted to enter Canada shall be and the same is hereby increased to Two Hundred Dollars in the case of all Asiatic immigrants other than those with whose countries the Government of Canada has special arrangements, or those concerning whose countries special statutory regulations exist on the part of Canada, the conditions as to tickets to destination to remain as at present.

(Sgd.) RODOLPHE BOUDREAU,
Clerk of the Privy Council.

The Honourable
The Minister of the Interior.

RECENT INDUSTRIAL AGREEMENTS.

**Rules, Regulations and Rates of Pay for
Maintenance-of-Way Employees of the
Halifax and South Western
Railway Co.**

SECTION 1. By permanent maintenance-of-way employees is meant employees who take their orders from the roadmaster, and who have been in the maintenance-of-way service continuously for one year or more, or who have had one year's cumulative service during the three years immediately preceding, and the same will hereinafter be referred to as employees.

SEC. 2. Ten (10) hours will constitute a day's work. When required to work in excess of ten hours, time and a quarter will be allowed, and time and a half for work done on Sundays.

SEC. 3. Employees taken off their regular sections temporarily to work on snow or tie trains, or other work, will be compensated for the actual boarding and lodging expenses incurred.

SEC. 4. Employees will be promoted hereafter in order of seniority, provided they are qualified.

SEC. 5. A list of all employees will be prepared showing the seniority standing of each employee. The senior men will be advised of any vacancy in the position of foreman, and their applications, if presented within five days after being notified, will be considered. The list will be revised from time to time, to agree with length of service and promotions made, and a copy will be furnished chairman of committee representing the employees.

SEC. 6. Employees refusing promotion that may be offered them become junior to employees accepting such promotion and need not be further considered, except at the option of the General Manager.

SEC. 7. An employee going out from one division to another at his own request will be considered as a new man on the division to which he goes, and he will lose his seniority on the division which he leaves.

SEC. 8. Employees leaving the service, if again employed, will rank as new men.

SEC. 9. The hours for commencing

and quitting work will be at the discretion of the roadmaster.

SEC. 10. Leave of absence and free transportation will be granted to members of duly appointed committees for the adjustment of matters in dispute between the company and its employees, so far as is consistent with good service, within ten days after request in writing has been made on the proper officer.

SEC. 11. Employees suspended or dismissed, who consider they have been unjustly treated, will receive full and impartial hearings, and will be advised of decisions reached within ten (10) days, after the time of their suspension or dismissal. Should the investigation show that the suspension or dismissal was unjust (the General Manager to be judge), time will be allowed and employees reinstated, but no more than one day to be allowed in each twenty-four hours. Appeals from decisions must be made in writing by the employees through their roadmaster, within fifteen days after being advised of such decision.

RATES OF PAY.

	Foremen	Section men.
Yarmouth.....	\$1.80	\$1.30
Bridgewater.....	1.80	1.30
Halifax Junction.....	1.80	1.30
Barrington Passage.....	1.80	1.30
Hubley's.....	1.75	1.30
East River.....	1.75	1.30
Other Sections.....	1.70	1.30
Extra Gangs.....	2.25	1.50

The rules and rates will not take away any privileges now enjoyed by employees. This will become effective April 1, 1908, and will remain in force until either party desiring a change gives the other party sixty (60) days' notice.

THE HALIFAX AND SOUTH WESTERN RAILWAY COMPANY,

Signed by W. D. BARCLAY, General Manager.

Signed on behalf of the employees:

Committee { JAMES H. KNOWLES
(Chairman).
MAURICE WALSH,
S. T. LOHNES.

BRIDGEWATER, N. S., April 2, 1908.

Rules Regulations and Rates of Pay for Maintenance-of-Way Employees of the Dominion Atlantic Railway Company.

SECTIONS 1 to 11 inclusive.—These clauses are identical with the corresponding clauses of the agreement between the Halifax and South Western Railway Company and its maintenance-of-way employees quoted above.

RATES OF PAY.

	Foreman per day.	Sectionmen per day.
<i>Main Line:</i>		
Yarmouth	\$1.80	\$1.30
Kentville	1.85	1.30
Other sections	1.70	1.30
<i>Midland Division:</i>		
Truro	\$1.75	\$1.30
Windsor	1.75	1.30
Other sections	1.70	1.30
Extra gangs ...	2.25	1.50

Bridge Tenders:

Bear River	\$1.25 per day	W. Hazelton
Bear River	12.00 per mo.	N. Winchester
Joggins	50.00 per yr. (quarterly)	J. Woodman
Clementsport	1.25 per day	P. Zwicker
Waymouth	1.25 per day	D. Doucette

When helpers are required, their wages to be paid by the company.

These rules and rates will not take away any privileges now enjoyed by the employees. They will become effective 1st February, 1908, and remain in force until either party desiring a change give the other party sixty (60) days' notice.

THE DOMINION ATLANTIC RAILWAY CO.

(Signed) P. GIFFKINS,
General Manager.

Rules and Rates of Pay for Telegraphers on the Intercolonial and Prince Edward Island Railway.

On April 1st, 1908, an agreement became effective between the management

of the Intercolonial and Prince Edward Island Railways and telegraphers employed on these lines. The clauses of the agreement effecting wages and hours are as follows:—

TIME AND EXPENSES ATTENDING COURT.

14. Telegraphers called upon to attend Court or investigation at the request of the proper official of the Railway will receive pay at their stated rate of salary, not more than one day's time for each twenty-four hours; and, if away from home, will be allowed reasonable expenses.

WRECKS.

15. Telegraphers performing duty at wrecks, washouts, or other emergency offices, will be paid their stated rate of salary and reasonable expenses.

SUNDAY SERVICE.

16. Telegraphers will not be required to work on Sundays, except when absolutely necessary to protect the railway's interests, and, when required to work on Sundays, will be paid for such service *pro rata* on stated salary, but not less than twenty-five cents per hour, and in no case will less compensation than for two hours be allowed.

In regard to this article, when the extreme time limits of the time worked during any number of calls do not exceed two hours' time, it will be considered as one call, for which two hours' compensation will be allowed.

EXAMPLE.—A telegrapher called at 8 o'clock, relieved at 8.15, called again at 9 o'clock, relieved at 9.20, called again at 9.45, relieved at 10; one call, two hours' time allowed.

If the second or any subsequent call, or the time worked is not covered by the two hour limit, the additional time in excess of two hours will be allowed.

EXAMPLE.—A telegrapher called at 8 o'clock, relieved at 8.30, called again at 9.45, relieved at 10.45; three hours' time.

Fractions of an hour to be computed as in article 22.

EXAMPLE.—A Telegrapher called at 8 o'clock, relieved at 8.30, called again at 9.45, relieved at 10.25; two hours' time.

If the calls are separated so that each call occurs beyond the two hour limit, two hours' time will be allowed for each call.

EXAMPLE.—A Telegrapher called at 8 o'clock, relieved at 8.15, called again at 10.30, relieved at 10.35, called again at 13, relieved at 13.30, called again at 15, relieved at 15.20; four calls, eight hours' time allowed.

LEAVE OF ABSENCE AND TRANSPORTATION.

17. Telegraphers who are regular Trick Despatchers will be granted three weeks' leave-of-absence annually with full pay; other Telegraphers who are permanently employed will, after one year's service, be granted two weeks' leave-of-absence annually with full pay; Telegraphers who are temporarily employed will, after working three hundred days in any one holiday year, be granted two weeks' leave-of-absence with full pay; and will be furnished free transportation for themselves and family to any point on the system.

They will, on application, receive from their Superintendent a letter showing that they have been granted such leave-of-absence.

In the event of the Railway not being able to relieve the Telegrapher and grant him his leave-of-absence, at any time in any one year, such leave-of-absence will be added to his leave of absence in the following year.

COMMISSIONS.

18. Present arrangement of permitting Telegraphers to accept commissions from Express and Telegraph Companies doing business on the Railway will be continued.

LAMPS.

19. If Telegraphers are required to attend oil lamps in switches or semaphores,

they will receive four dollars per month for four or less such lights, and fifty cents per month for each additional switch or semaphore light at such station.

Nothing in this article will relieve Telegraphers from their responsibility of seeing that the telegraph signals and all other signals are in perfect working order, and at night that all lamps are clean and burn brightly.

HOURS OF DUTY.

20. Clause 1. Twelve consecutive hours, including meal hours, will constitute a day's work for a Telegrapher, except as otherwise provided for in this schedule.

Clause 2. Eight consecutive hours will constitute a day's work for Telegraphers who are Operators in despatching offices, with the exception of offices where other arrangements are now existing, and in which cases the hours of duty will remain as heretofore.

Clause 3. Eight consecutive hours train despatching and time for transfer will constitute a day's work for Telegraphers who are Train Despatchers.

Clause 4. The hours of duty will be defined from time to time by the Superintendent of the district, and when Telegraphers are required to remain on duty to exceed the above named hours, they will receive an official order as authority, and be excused in the same manner, and will be allowed overtime as per article 22.

Clause 5. On the Prince Edward Island District, the hours of duty of the Train Despatchers are to remain as at present, subject to the discretion of the Superintendent.

CALLS.

21. When a Telegrapher is called on duty after his regular hours, he will be entitled to the allowance provided for as a "special call."

OVERTIME.

22. Overtime will be computed *pro rata* on stated salary, but in no case at less than twenty-five cents per hour.

In computing overtime, less than thirty minutes will not be counted; thirty minutes and less than sixty minutes will be considered an hour.

Special calls and up to one hour's service connected therewith will be paid at the rate of forty-five cents per call.

OVERTIME TICKETS.

Overtime will not be allowed unless overtime tickets are mailed to the proper official within forty-eight hours from the time service is performed. If overtime is not allowed, Telegraphers will be notified within ten days from the time such service is performed, setting forth the reason for disallowance.

BRANCH OVERTIME.

23. This article will apply to Branch Line Stations only.

MEETING TRAINS.

Where the time of the regular scheduled trains is so arranged as to require the Telegrapher, in order to meet, to be on duty beyond twelve consecutive hours, he will receive the following sums per month to be added to his salary:

If required to meet such trains after three hours and within four hours.....	\$6.50
If required to meet such trains after two and within three hours	5.50
If required to meet such trains after one and within two hours	4.50
If required to meet such trains within one hour.....	3.50

Fractions of an hour to be computed as per article 22.

RELIEF AGENTS.

24. A sufficient number of regular Relief Agents shall be appointed on each Superintendent's Division, who will receive the salary of the man relieved, but in no case less than seventy-five dollars per month.

RELIEF WORK.

Regular Telegraphers called upon to do relief work temporarily, will receive the salary of the man relieved, provided it is not less than their own, and fifty cents

per day additional for expenses if away from their regular stations.

Spare Telegraphers called upon to do relief work temporarily, will receive the minimum salary.

It is understood that when regular Relief Agents are not engaged in relieving they may be used in the Superintendent's office, Audit or other offices, or at any other employment when required.

Vacancies in the regular Relief Agents' staff will be advertised in the usual way, and the senior qualified applicant in each Superintendent's district will receive the appointment.

Regular Relief Agents will only be required for duty on their Superintendent's district, and will be eligible for promotion to positions within the territory (as specified in clause 1 of article 6) from which they were taken.

25. The monthly salaries of Train Despatchers will be as follows:

1st year.....	\$105.00
2nd year	110.00
3rd year	115.00
4th year	120.00

Relieving Despatchers \$100.00, and fifty cents per day for expenses when away from headquarters, and allowed for travelling expenses if moved.

On the Prince Edward Island district, the monthly salaries of Train Despatchers will be as follows.

Senior Despatcher	\$120.00
Assistant.....	105.00

The minimum monthly salaries of Telegraphers will be as follows:

	MAIN LINE.	BRANCH LINES
Agent and Telegrapher, with dwelling, fuel and light.....	\$47.00	\$45.00
Agent and Telegrapher, without dwelling, fuel and light	52.00	50.00
Telegraphers.....	47.00	45.00
Telegraphers in Despatching Offices.....	68.00	68.00
Relieving Agents.....	75.00	75.00

TRADE DISPUTES DURING THE MONTH OF JUNE 1908.

THERE was a distinct improvement in industrial conditions in Canada with respect to strikes and lockouts during June, compared with the previous month. The only dispute of serious consequences was a strike of cotton operatives in the province of Quebec, which beginning in May continued, without a definite settlement throughout June. The work of quarrying was interrupted during the month at St. George, N.B., by a general strike of granite cutters. With the exception of strikes of bricklayers at Calgary, Alta., and Halifax, N.S., there was little unrest in the building trades in Canada.

Analysis of Trade Disputes during the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during June was 13, compared with 16 in May and 40 in June, 1907. There were 30 firms and about 7,187 employees affected by trade disputes during the month, about 15 firms and 508 employees having been involved in new disputes.

Loss of time in working days.—The loss of time to employees through trade disputes during June was approximately 82,527 working days, compared with 130,155 in May, and 58,600 in June, 1907.

Trades affected by new disputes.—The following table shows the trades affected by new disputes during the month, and the number of workers affected in each group of trades.

Trades.	No. of Disputes.	No. of Workers.
Mining.....	1	200
Building trades.....	2	268
Metal trades.....	1	15
Unskilled labour.....	1	25
Total.....	5	508

Localities affected by new disputes.—The new disputes of the month occurred

in the following provinces of the Dominion:—

Province.	No. of Disputes.
New Brunswick.....	1
Ontario.....	3
British Columbia.....	1
Total.....	5

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause.	No. of Disputes.
For higher wages.....	2
For reduction in hours.....	1
For reduction in hours and change in method of payment.....	1
Against conditions of employment.....	1
Total.....	5

Methods of settlement.—Of the 13 disputes in existence during the month 7 were terminated, leaving 6 still unsettled at the close of the month. One dispute was settled by arbitration, two through negotiations between the parties concerned, and four were terminated without any negotiations, work being resumed by the striking employees in one case, and the places of the strikers being filled in the remaining three.

Results of disputes.—Of the 7 disputes that were terminated, the results of 5 were in favour of the employers, and 2 ended in favour of the employees.

Disputes which Commenced Prior to the Beginning of the Month.

The trade disputes of June which were in existence prior to the beginning of the month involved cotton mill hands in various parts of the province of Quebec, woollen mill hands at St. Hyacinthe, Que., coal miners at Coleman, Alta., iron moulders at Brantford, Ont., Weston,

Ont., and Longueuil, Que., bricklayers, masons and stonecutters at Calgary, Alta., and bricklayers and masons at Halifax, N.S. A brief account of these disputes is given below.

Strike of Cotton Mill Hands in the Province of Quebec.

No definite settlement of a strike of employees of the Dominion Textile Company and of the Montreal Cotton Company, which began on May 4, was reported, but in the course of the month many of the strikers returned to work, pending an inquiry into the cotton industry on behalf of the Dominion Government. The mills affected were not in full operation at any time during June. It was estimated that about 6,000 employees were out of work on June 1, the dispute extending at different times to Montreal, Hochelaga, Valleyfield, St. Henry and Magog, in the province of Quebec. The dispute arose from a reduction in wages of 10 per cent.

Strike of Woollen Mill Hands at St. Hyacinthe, Que.

No definite settlement was reported in the case of a strike of employees of the Penman Manufacturing Company at St. Hyacinthe, Que., who went out on May 12, on account of the discharge of some members of the Federation of Textile Workers, but in the course of the month the factory ceased to be affected by the dispute. It was reported that many of the former employees returned to work, while the places of others were filled. About 350 employees were originally involved in this dispute.

Strike of Coal Miners at Coleman, Alta.

On April 30, the employees of the International Coal and Coke Company of Coleman, Alta., to the number of 441, declared a strike, on account of a dispute as to the wages to be paid for a certain class of work upon which 8 men were employed. It was contended by the company that it was new work and should be done by day labour, in accordance with a previous ruling of the Joint Committee

formed for the purpose of adjusting such matters. The dispute was referred to the Joint Committee and all except the 8 miners directly concerned returned to work on May 4. On May 9, 6 more miners stopped work, as they had reached a situation similar to the other 8 men. These 14 employees remained out until June 13, when the Joint Committee rendered their decision, which was in favour of the men. It was claimed by the management that the Joint Committee considered that the company had acted in good faith in interpreting their former ruling, and the company, therefore, held that the men were not entitled to compensation for time lost.

Strike of Iron Moulders at Brantford, Ont.

No settlement was reported in a strike of iron moulders at Brantford, Ont., which began on April 1, on account of the alleged failure of the company to have the iron melted sufficiently, but the places of some of the strikers were filled. It was reported that about 100 men were involved in this dispute.

Strike of Iron Moulders at Weston, Ont.

On May 18, the Moffatt Stove Company of Weston, Ont., notified their employees that on and after that date their wages would be reduced 25 per cent, and the establishment would be conducted as an 'open shop'. Previous to that time, the company, had been carrying on work under an agreement with the Iron Moulders' Union, by which the principle of a union shop was recognized, and union wages were paid. It was claimed by the company that when this agreement was in force, they could not compete with the 'open shop' firms who were working under less restricted conditions, and that they had been paying \$1.15 per hundredweight as the cost of moulding while their competitors were paying only 75 cents. As soon as the new change was announced, the union moulders declared a strike, about 40 men going out, according to a report received from their secretary. It was stated that about 85 men were indirectly affected. It was claimed by the company that they had

secured a full staff of men to replace the strikers. In the course of the month a number of the former employees were prosecuted on the charge of attacking non-unionists who had been engaged by the company, but the proceedings against them were not concluded at the end of the month.

Strike of Iron Moulders at Longueuil, Que.

A strike of iron moulders which took place at Longueuil, Que., on May 1, on account of the Standard Foundry & Manufacturing Company declaring that their foundry would be conducted as an 'open shop', remained unsettled, but the company claimed to be carrying on the work with non-unionists. It was further alleged by the strikers that the company had reduced their wages by 25 cents per day. About 20 men were directly affected by the dispute, and 12 were indirectly affected.

Strike of Bricklayers, Stonemasons and Stonecutters at Calgary, Alta.

No settlement was reported with regard to a strike of bricklayers, stonemasons and stonecutters at Calgary, Alta., which took place on May 19, on account of the refusal of the employers to have the pay-cheques brought to the works, where the men were employed. About 38 men were directly affected by this dispute, and 15 were indirectly affected.

Strike of Bricklayers and Masons at Halifax, N. S.

On May 1, the bricklayers and masons at Halifax, N.S., made a demand for a working day of 8-hours. It was reported that most of the employers were willing to concede the demand at the time, but no steps towards an agreement were taken, on account of the dullness in the building trade, only about 20 per cent of the bricklayers and masons being employed during May. It was estimated that only about 10 per cent of the bricklayers and masons were at work in June, and the situation with regard to the strike remained unchanged. There were 7 firms and about 55 men involved in this dispute.

New Disputes.

The new disputes of the month affected granite cutters at St. George, N.B., builders' labourers at Midland, Ont., tinsmiths at Kingston, Ont., brass workers at Port Colborne, Ont., and labourers at New Westminster, B. C.

Strike of Granite Cutters at St. George N. B.

On June 1, the granite cutters employed by 5 firms declared a strike at St. George, N.B., on account of the refusal of the employers to grant a demand for a reduction in working hours from 9 to 8 per day. It was alleged by one of the employers that the men also demanded payment of wages every two weeks instead of once a month, and an increase in wages of about 15 per cent. In a report from the Granite Cutters' Union, it is stated, however, that no increase in wages was demanded. There were various estimates as to the number of men affected by this dispute. According to the employees there were 75 men affected directly, and 20 indirectly, according to one employer about 150 men were involved, and according to another about 100 were directly affected and 100 indirectly.

The granite business at St. George, N.B. which was established about 30 years ago, is said to consist chiefly in supplying monuments wholesale to monumental dealers throughout Canada, and enters into competition with granite works of Scotland. Until five years ago, a 10-hour day was in force, but upon the formation of a Granite Cutters' Union, which demanded a shorter working day, the employers conceded to their men a 9-hour day with a new scale of prices. It was claimed by the employers that under this arrangement they could compete successfully on ordinary work, but on work involving much cutting or labour they could not do so. The agreement with the Granite Cutters' Union expired on May 1, and the employers offered to continue on the same terms, but said that they could not concede a further reduction in working hours. No settlement of the dispute was reported during the month.

[illegible]

Province	City	Industry	Dispute	1	441	Apr.	30 June	13
Ontario	Coleman, Alta.	Coal miners	Dispute as to payment for a certain class of work	1	441			Work resumed by 433 men on May 4, dispute referred to a Joint Committee. Eight men joined by 6 more on May 9, remained out till June 13, when decision was given in favour of the men.
Alberta	Calgary, Alta.	Building Trades— Bricklayers, masons and stonecutters	Refusal of employers to have pay cheques brought to works	1	38	15	19	No settlement reported at end of month.
Nova Scotia	Halifax, N.S.	Bricklayers and masons	Demand for an 8-hour working day	7	55		May 1	No settlement reported at end of month.
Ontario	Brantford, Ont.	Metal Trades— Iron moulders	Strikers alleged that iron was not melted sufficiently, causing bad castings and consequent loss to themselves	1	100		April 1	No settlement reported at end of month, but places of some strikers were filled.
Ontario	Weston, Ont.	Iron moulders	Refusal of employers to renew an agreement, and against their declaration for an open shop and lower wages	1	40	85	May 18	No settlement reported, but places of strikers were filled.
Quebec	Longueuil, Que.	Iron moulders	Against declaration of Co. for an open shop and against reduction to wages	1	20	12	May 1	No settlement reported at end of month, but places of strikers were filled.

<i>Textile Trades—</i> Cotton mill hands...	Valleyfield, Hochelaga, St. Henry, Magog and Montreal, Que.....	2	6,000	.....	.....	May 4	Many strikers returned to work on employers' terms, but mills were only in partial operation.
	Against reduction of 10 per cent. in wages.....						
Woollen mill hands	St. Hyacinthe, Que.....	1	300	.....	.....	May 12	Many strikers returned to work and conditions ceased to be affected.
	Against discharge of Unionist employees.....						

DISPUTES WHICH BEGAN DURING THE MONTH.

<i>Mining—</i> Granite cutters	St. George, N.B.....	5	100	100	.....	June 1	No settlement reported at end of month.
	Demand for 8-hour day and fortnightly instead of monthly payment of wages.....						
<i>Building Trades—</i> Tinsmiths.....	Kingston, Ont.....	7	18	.....	.....	June 1	No settlement reported at end of month.
	Demand for 8-hour day, with no change in wages.....						
Building labourers	Midland, Ont.....	1	250	.....	.....	June 17	22 Wages increased to 15 cents per hour.
	Demand for increase in wages.....						
<i>Metal Trades—</i> Brass workers	Port Colborne, Ont.....	1	15	.....	.....	June 9	12 Employees taken back after negotiations, no change in shop rule.
	Dissatisfaction with a shop rule, men alleged they were locked out for absenting themselves.....						
<i>Unskilled Labour—</i> Labourers.....	New Westminster, B.C.....	1	25	.....	.....	June 5	6 Places of strikers were filled.
	Demand for increase in wages from 25 cents to 27½ cents per hour.....						

* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for the other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned. Mention moreover, is not made of disputes involving less than six employees, or of less duration than 24 hours.

Strike of Builders' Labourers at Midland, Ont.

On June 17, about 250 labourers employed on the construction of a grain elevator at Midland, Ont., declared a strike on account of the refusal of their employers to grant a demand for an increase in wages. On June 22, work was resumed, the demand of the strikers having been conceded. It was stated by the employers, that after the dispute, the wages of the labourers amounted to 15 cents per hour.

Strike of Tinsmiths at Kingston, Ont.

On June 1, about 18 tinsmiths employed by 7 firms, declared a strike at Kingston, Ont., on account of the refusal of the employers to grant a demand for an 8-hour day, without any reduction in wages. The men had been receiving \$2.25 for a day of nine hours. No settlement of the dispute was reported during the month.

Lockout of Brass Workers at Port Colborne, Ont.

On June 8, 15 employees of the Monarch Brass Manufacturing Company, of Port Colborne, Ont., left the factory after some time had been lost through the stoppage of the machinery, which required adjustment, and went home for the rest of the day, not knowing how long a delay there would be. They were led to

take this step on account of a shop rule which reads "Employees working on machines will be paid only when the machines are in motion. This applies in cases when the machinery is disabled." The next morning the company paid these men their wages, and enclosed the following note with their money; "You can take your holidays now, and when you have had enough, come and see us in reference to work." A representative of the men then called on the management with a view to settling the difficulty. Two days later, the company agreed to take the men back and on July 12 they returned to work. No change was made in the shop rule, on account of which the men had at first left the factory.

Strike of Labourers at New Westminster, B. C.

On June 5, about 25 labourers employed by the municipality of New Westminster, B.C., on the construction of a water reservoir made a demand for an increase in wages from 25 cents to 27½ cents per hour, and on being refused the increase, they stopped work. Other men were then secured to take their places.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of June, and which have been reported to the department.

INDUSTRIAL ACCIDENTS DURING THE MONTH OF JUNE, 1908.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureaus of Mines of Ontario and British Columbia, to the office of the factories' inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 400 individual workpeople in Canada during the month of June, 1908, were reported to the Department of La-

bour. Of these, 137 were fatal and 263 resulted in serious injuries. In addition, 4 fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before June, 1908. The number of fatal accidents reported in June, 1908, was 15 greater than in the previous month, and 19 less than in June, 1907.

Of 157 returns received during the month giving the ages of the victims of industrial accidents, 15 referred to persons under twenty-one years of age, 28

to persons between twenty-one and forty-five, 3 to persons over forty-five; 111 persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and groups of trades:—

STATEMENT OF ACCIDENTS DURING JUNE, 1908,
BY INDUSTRIES AND GROUPS OF TRADES.

Trade or Industry.	Killed	In- jured	Total
Agriculture.....	28	25	53
Fishing and hunting.....	7	.....	7
Lumbering.....	16	14	30
Mining.....	13	24	37
Building trades.....	8	41	49
Metal trades.....	11	39	50
Woodworking trades.....	.....	11	11
Printing trades.....	.....	2	2
Clothing trades.....	.....	1	1
Textile trades.....	.....	6	6
Food & tobacco preparation.....	1	7	8
Railway service.....	28	32	60
Navigation.....	4	12	16
General transport.....	5	19	24
Civic employees.....	5	4	9
Miscellaneous.....	7	9	16
Unskilled labour.....	4	17	21
Total.....	137	263	400

Nature of Fatalities and Accidents.

The chief disasters of the month were, the killing of nine workmen through a dynamite explosion near Kenora, Ont.; the death of three miners by asphyxiation at Coal Creek, B. C.; the killing of two workmen by a dynamite explosion at Ile Perrôt, Que.; the electrocution of two electric employees at Montmorency Falls, Que.; the drowning of two river drivers at Malbaie, Que.; the killing of two men by dynamite at Fort William, Ont.; the electrocution of two carpenters at Hamilton, Ont., and the killing of two settlers by the bursting of a millstone at Buchanan, Sask.

Dynamite Explosion Near Kenora, Ont.

On June 11, nine workmen were instantly killed, one was fatally injured and several others received painful injuries at Chambers, McQuigge and McCaffrey's camp on the Grand Trunk Pacific line, at the crossing of the Winni-

peg river, in the vicinity of Kenora, Ont., through the premature explosion of a charge of seventy-five pounds of dynamite in a rock cutting.

Mine Disaster at Coal Creek, B. C.

On the night of June 19, three miners working in No. 2 mine at Coal Creek, B. C., were killed by a "bump" which occurred at the bottom of one of the sections, and which stopped the air from coming in. Gas quickly accumulated and the victims were asphyxiated.

Explosion at Ile Perrot, P. Q.

On the morning of June 6, at the works of the Standard Explosive Company, Ile Perrôt, Que., an explosion of dynamite occurred, instantly killing two employees. The coroner's jury recommended that the company observe some suggested precautions.

Electrocution at Montmorency Falls, P. Q.

On June 8, two employees of the Quebec Railway, Light and Power Company, Montmorency Falls, Que., were instantly killed by electric shock. One of them, while at work at the top of a pole, in some manner fell across a live wire. The second employee hurried to his assistance, but in his haste forgot to put on his gutta percha gauntlets. Climbing the pole, he endeavoured to cut the live wire with his pinchers, when he also received the current and expired in a few minutes.

Drowning of Two River Drivers at Malbaie, Que.

On June 3, two young men while driving logs on the river Malbaie, Que., slipped between the logs and were drowned.

Explosion of Dynamite at Fort William, Ont.

On June 20, an explosion of dynamite in the tunnel of the Fort William, Ont., waterworks construction, killed two men and seriously injured another one.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES F., No. 56.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF JUNE, 1908.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Agriculture—				
Farmer	Caribou, B.C.	June	1	Drowned while fording river.
"	Hilbert, Ont.	"	9	By a fall in barn.
"	Brampton, Ont.	"	7	Run over by land roller.
"	Milestone, Sask.	"	5	Struck by lightning.
"	Richelieu Vil., Que.	"	8	By explosion of dynamite.
"	Fort Frances, Ont.	"	6	Struck by train at crossing.
"	Middlesex, Ont.	"	18	Fell on circular saw.
"	Warwick Tp., Ont.	"	20	Struck by lightning.
"	Shelburne, Ont.	"	19	Crushed to death jacking up barn.
"	Norwood, Ont.	"	20	In a runaway.
"	Sussex, N.B.	"	20	Gored by a bull.
"	Welland, Ont.	"	20	Struck by lightning.
"	Winnipeg, Man.	"	20	Struck by lightning.
"	St. Damase, Que.	"	22	Fell from barn.
"	Yarmouth Centre, Ont.	"	22	Struck by lightning.
"	Harwick Tp., Ont.	"	25	Blood poisoning from noxious weed.
"	Craik, Sask.	"	23	Heavy boulder rolled on him.
"	Cavan, Ont.	"	21	Timber fell on him.
"	Buchanan, Sask.	"	30	Millstone, burst.
"	Boucherville, Que.	"	29	Run over by loaded wagon.
"	Hamilton, Ont.	"	26	In a runaway.
"	Pierson, Man.	"	27	Found drowned in pond on farm.
Farmer's son	Chatham Tp., Ont.	"	1	Struck by lightning.
"	Sintaluta, Sask.	"	7	In a runaway.
"	Yarmouth Tp., Ont.	"	29	In a runaway.
Farmer's wife	Medicine Hat, Alta.	"	2	Explosion of kerosene.
"	Annapolis, N.S.	"	19	In a runaway.
Fisherman	Canso, N.S.	"	8	Drowned, boat upset.
"	Warren's Landing, Man.	"	10	Drowned, fell overboard vessel.
"	Arichat, N.S.	"	12	Drowned, fell overboard vessel.
"	Off Halifax, N.S.	"	12	Drowned, boat upset.
"	Port Bruce, Ont.	"	20	Drowned, boat upset.
"	Lunenburg, N.S.	"	26	Drowned, dory upset.
Lumbering—				
Sawmill hand	Callendar, Ont.	"	9	Caught in shafting.
"	Pointe Cascades, Que.	"	5	Caught in shafting.
"	Owen Sound, Ont.	"	14	Crushed between rollers.
"	Vancouver, B.C.	"	13	Fell on circular saw.
"	Tara, Ont.	"	22	Fell on circular saw.
"	Hintonburg, Ont.	"	27	Pile of lumber fell on him.
Boomsman	Sillery, Que.	"	16	Drowned off a boom.
Sawmill owner	Caxton, Que.	"	11	Head crushed in by falling iron.
Logger	Bear Bay, B.C.	"	11	Accidentally shot by hunter.
"	Malbaie, Que.	"	3	Drowned while driving logs.
"	Kettle Falls, Ont.	"	22	Drowned while driving logs.
"	Dorset Lake, Ont.	"	17	Drowned while driving logs.
"	La Tuque, Que.	"	12	Drowned, canoe upset.
"	Lake St. John, Que.	"	5	Drowned, fell into river.
"	Diver, Ont.	"	29	Tree fell on him.
Mining—				
Miner	Cobalt, Ont.	"	3	By explosion in mine.
"	Hedley, B.C.	"	4	By explosion in mine.
"	Reserve, N.S.	"	6	By fall of coal.
"	Kaslo, B.C.	"	5	By explosion in mine.
"	Fernie, B.C.	"	6	Struck by haulage rope.
"	Eldorado, Y.T.	"	9	Asphyxiated by gas in drift.
"	Cobalt, Ont.	"	11	Fell from hoist, found dead.
"	Glace Bay, N.S.	"	16	By fall of coal.
"	Fernie, B.C.	"	19	Killed by suffocation by a bump in mine.
"	Sandon, B.C.	"	5	By explosion in mine.
"	Westville, N.S.	"	17	By fall of rock.

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TABLE OF FATAL ACCIDENTS DURING THE MONTH OF JUNE, 1908.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Building trades—				
Timekeeper.....	Ottawa, Ont.....	" 15	1	Fell 75 feet from wall.
Carpenters.....	Hamilton, Ont.....	" 25	2	Electrocuted while at work.
Painter.....	Collingwood, Ont.....	" 14	1	Drowned while painting side of vessel.
".....	St. Guillaume d'Ipsion, Que.....	" 2	1	Fell from roof of building.
".....	Quebec, Que.....	" 17	1	Fell 30 feet from ladder.
Builder's labourer.....	Ottawa, Ont.....	" 3	1	Touched live wire while working.
Roofer.....	Quebec, Que.....	" 18	1	Fell from roof of house.
Metal trades—				
Machinist.....	Montreal, Que.....	" 6	1	Piece of bursting emery wheel struck his head.
".....	Hamilton, Ont.....	" 22	1	Drowned, boat upset going to work.
Electrical worker.....	Brampton, Ont.....	" 4	1	Electric shock.
".....	Montmorency, Que.....	" 8	2	Electric shock.
".....	Windsor, Ont.....	" 13	1	Electric shock.
".....	Shawinigan Falls, Que.....	" 29	1	Electric shock.
".....	Port Arthur, Ont.....	" 29	1	Electric shock.
Engineer on derrick.....	Port Colborne, Ont.....	" 20	1	Derrick fell on him.
Rolling mill employee.....	Montreal, Que.....	" 25	1	Two tons of iron fell on him.
Blacksmith.....	London, Ont.....	" 30	1	Piston exploded.
Food and tobacco preparation—				
Aerated water maker.....	Shelburne, Ont.....	" 4	1	Explosion of soda cylinder.
Railway employees—				
Engineer.....	Mildmay, Ont.....	" 23	1	In a derailment.
".....	Dinorwic, Ont.....	" 30	1	Run over by train.
".....	Tring Jct., Que.....	" 30	1	Scalded to death in derailment.
Brakeman.....	St. Mary's, Ont.....	" 5	1	Run over by train.
".....	Fort Frances, Ont.....	" 17	1	Struck head against passing bridge girder.
".....	Victoria, B.C.....	" 17	1	Caught between cars.
".....	Shepard, Alta.....	" 16	1	Fell from train.
".....	Chatham, Ont.....	" 26	1	Head struck pole.
Carshop hand.....	Stratford, Ont.....	" 12	1	Asphyxiated by gasoline fumes in reservoir.
".....	Chaudière Jct., Que.....	" 29	1	Run over by cars.
Fireman.....	Montreal, Que.....	" 26	1	Struck by train.
Construction hand.....	Saskatoon, Sask.....	" 4	1	Caught between cars.
".....	Near Kenora, Ont.....	" 11	9	By explosion of dynamite.
".....	Lower Brighton, Ont.....	" 18	1	Drowned, fell with horse and cart from dump into river.
".....	West Fort William, Ont.....	" 27	1	Drowned, fell from bridge.
".....	Riddell, Ont.....	" 30	1	By explosion of dynamite.
Yard foreman.....	London, Ont.....	" 12	1	Run over by train.
Switchman.....	Winnipeg, Man.....	" 17	1	Run over by train.
Sectionman.....	Raleigh, Ont.....	" 24	1	Run over by train.
".....	Three Rivers, Que.....	" 30	1	Run over by train.
Navigation—				
Sailor.....	Montreal, Que.....	" 8	1	Drowned, fell overboard.
".....	Lewis, Que.....	" 13	1	Drowned, fell overboard.
Longshoreman.....	Quebec, Que.....	" 3	1	Drowned, fell off vessel.
".....	Quebec, Que.....	" 27	1	Drowned, fell off vessel.
Captain.....	St. George, N.B.....	" 26	1	Fell into hold of vessel.
General transport—				
Teamster.....	Fredericton, N.B.....	" 6	1	Kicked by horse.
".....	Campbell's Bay, Que.....	" 24	1	Found drowned.
".....	Hamilton, Ont.....	" 26	1	Run over by wagon.
Cab driver.....	Hull, Que.....	" 11	1	In a runaway.
Carter.....	Three Rivers, Que.....	" 23	1	Chimney fell on him.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES F.: No. 56.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF JUNE, 1908.

Trade or Industry.	Locality.	Date.	No. killed.	Cause of Fatality.
<i>Civic employees—</i>				
Mounted constable . . .	Montreal, Que.	" 7	1	Thrown from horse on head.
Fireman	Hamiota, Man.	" 9	1	By explosion of chemical engine.
"	London, Ont.	" 1	1	Suffocated at fire.
Civic employee	Guelph, Ont.	" 1	1	By explosion in a trench.
"	Winnipeg, Man.	" 26	1	Run over by loaded vehicle.
<i>Miscellaneous—</i>				
Explosives, Workers in	Ile Perrot, Que.	" 6	2	By explosion of dynamite.
Cement worker	London, Ont.	" 23	1	Heat prostration.
"	Calgary, Alta.	" 22	1	Caught in shafting.
"	Attwood, Ont.	" 8	1	Caught in shafting.
Paper maker	Merriton, Ont.	" 26	1	While in a faint fell into pool of water.
Brick worker	Fort William, Ont.	" 29	1	Struck by lightning.
<i>Unskilled labour—</i>				
Labourer	Sorel, Que.	" 16	1	Killed by live wire.
"	Fort William, Ont.	" 20	2	By explosion of dynamite.
"	Davenport, nt.	" 24	1	Run over by train.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT
IN JUNE.

Rancher	Lethbridge, Alta.	May 30	1	Struck by lightning.
Sawmill hand	Rainy River, Ont.	May 1	1	Scalded to death by breaking of steam pipe.
Miner	Wilbur, Ont.	May 19	1	By fall of roof rock.
Rwy. mail clerk	Owen Sound, Ont.	May 30	1	Head on collision.

Electrocution of Two Carpenters at Hamilton, Ont.

On June 24, while at work erecting a frame shed adjoining the B. Greening Wire Company's plant in Hamilton, Ont., two carpenters attempted to set aside a guy wire attached to the high tension power wire pole. They were in the act of moving it when it crossed a live wire, and they were instantly killed.

Death of Two Settlers at Christiana, Sask.

On June 29, two Doukhobor settlers were killed and another seriously wounded at the village of Christiana, two miles south of Buchanan, Sask., by the bursting of a millstone weighing over a ton.

Record by Industries and Trades.

Agriculture.—There were 28 fatal and 25 non-fatal accidents during June, 1908,

compared with 11 fatal and 28 non-fatal in the preceding month, and 15 fatal and 25 non-fatal accidents in June, 1907. Six farmers were killed by lightning, 5 by runaways, 3 by falling material, 2 each by drowning, by falls, by machinery, by explosions and by a bursting millstone, and 1 each by being struck by a train, by being run over, by being gored by a bull and by blood poisoning. Of the serious accidents, 6 were caused by live stock, 5 by lightning, 4 each by being run over and by tools, 3 by falls, 2 by falling material and 1 by a runaway.

Fishing and hunting.—Seven fishermen met death by drowning during June. In the month previous, 5 were drowned, and in June, 1907, also there were 5 deaths due to drowning.

Lumbering.—In this industry, 16 workmen met death by accident and 14 were injured, being 12 deaths less and 5 minor

accidents more than in May, and 16 deaths and 4 minor accidents more than in June, 1907. Seven of the fatalities were due to drowning, 5 to machinery, 2 to falling material, to being accidentally shot by a hunter, and one to a tree falling on him. Six of the accidents were due to machinery, 2 each to explosions and to falls, and 1 each to falling material, to tools, to flying objects and to exposure.

Mining.—In the mining industry, the record of accidents for June, 1908, was 13 killed and 25 injured, compared with 15 killed and 8 injured in May, and 24 killed and 23 injured in June, 1907. Four of the deaths were caused by explosions and 4 by asphyxiation in a mine, 3 by falling material, 1 by machinery and 1 by a fall. Eight workmen were seriously injured by falling material, 8 by cars, 3 by explosions, 2 each by falls and machinery, and one by a runaway.

Building.—Eight workmen were killed during June and 41 were injured. In May there were 1 killed and 16 injured, and in June, 1907, 2 killed and 32 injured. Four of the deaths were due to falls, 2 to electric shock and 1 to drowning while painting a vessel. Of the other accidents, 25 were due to falls from scaffolds, 7 to falls from houses, 4 to explosions, 3 to falling material, and 1 each to tools and to a sunstroke.

Metal, engineering and shipbuilding.—There were 11 workmen killed and 39 injured during June, as against 7 killed and 31 injured in the previous month, and 16 killed and 70 injured in June of last year. Electric shock caused 6 of the deaths, falling material 2, and flying material, drowning, and the explosion of a piston 1 each. Falling material and machinery each caused 10 of the minor accidents; electric shock and falls, 5 each; tools and explosions, 3 each; molten metal 2 and flying material 1.

Woodworking and furnishing.—There were 11 serious injuries, 10 caused by machinery and 1 each by a fall and by flying material, in June. In May, there were 1 killed and 20 injured, and in June, 1907, 16 injured.

Printing.—Two workmen were seriously injured by machinery during June. There were no accidents recorded in May,

and in June, 1907, 1 workman was injured.

Clothing.—During June, a tailor at Bridgeburg, Ont., had his hand pierced by a sewing-machine needle. In May the record was 1 injury, and in June, 1907, 2.

Textile.—Six workmen were injured during June, 4 by machinery and 2 by falls. In the previous month, there were 5 injured, and in June, 1907, 2.

Food and tobacco preparation.—An aerated water maker at Shelburne, Ont., was killed by an explosion of a soda cylinder. Of the other accidents, 3 were due to runaways, 2 to elevators and 1 each to machinery and the explosion of a soda water cylinder. In May, there were 3 killed and 8 injured, and in June of last year, 4 injured.

Railway service.—The record for the month was 28 killed and 32 injured, as against 21 killed and 31 injured in the preceding month, and 28 killed and 26 injured in June, 1907. Seven of the fatalities were caused by the victims being run over, 10 by explosions of dynamite, 2 each by derailments, by being struck by a passing object, by being caught between cars, and 1 each by a fall, by being suffocated by fumes of gasoline in a reservoir, and by being struck by a train, and 2 by drowning. Eight victims of minor accidents were injured by being run over, 7 by derailments, 6 by falls, 4 each by being caught between cars and by falling material, and 1 each by flying material, by an explosion of dynamite and by machinery.

Navigation.—In June, 4 workmen of this class were killed and 12 injured; in May, there were 9 killed and 8 injured, and in June, 1907, 16 killed and 9 injured. Three of the fatalities were due to drowning and 1 to falling into the hold of a vessel. Four each of the injuries were due to falling material and to falls, and 2 each to machinery and to an explosion of gasoline.

General transport.—Death through accident occurred to 5 during June, and 19 were injured, compared with 6 killed and 6 injured in the month before, and 7 killed and 20 injured during June, 1907. Of the fatalities, 1 each were caused by live stock, by drowning, by being run

over, by a runaway and by falling material. Eight workmen were injured by falls, 3 by live stock, 2 by being run over, and 1 each by being struck by a train, by a runaway, by striking a passing object, by a collision, by falling material and by machinery.

Civic employees.—There were 5 killed and 4 injured in this group during June. In May, there were 1 killed and 3 injured, and in June of last year, 1 killed and 4 injured. Two fatalities were due to explosions and 1 each to a fall, to being suffocated at a fire and to being run over by a loaded vehicle. Falls caused 3 of the accidents, and the explosion of a chemical engine, 1.

Miscellaneous.—The record for June was 7 killed and 9 injured, compared with 8 killed and 20 injured in the previous month, and 4 killed and 13 injured

in June, 1907. Two each of the deaths were caused by explosions of dynamite and by machinery, and 1 each by drowning and being struck by lightning. Four workmen were injured by falling material, 2 by explosions of gasoline, and 1 each by machinery, by a fall and by an elevator.

Unskilled labour.—Four labourers were killed and 17 injured during June, 1908. In the month preceding, the record was 5 killed and 8 injured, and in June, 1907, 6 killed and 12 injured. Two of the fatalities were due to explosions of dynamite and 1 each to electric shock and to being run over by a train. Falling material and falls seriously injured 4 workmen each, being run over and being struck by a train 2 each, and livestock, tools, an explosion of dynamite, flying material and machinery, 1 each.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during June, 1908.

DOMINION REPORT.

Statistics of Insurance.

Abstract of Statements of Insurance Companies in Canada for the year ended December 31, 1907. (Subject to correction). Ottawa: King's Printer, 1908. Pages, 76.

According to statements furnished by fire insurance companies doing business in Canada, the net cash received for premiums during 1907 amounted to \$16,122,922, compared with \$14,687,963 in 1906, British companies receiving \$9,302,906, Canadian companies \$3,684,335, and American companies \$3,135,681. The amount at risk increased from \$1,443,902,244 to \$1,614,661,558, and the amount paid for losses increased from \$6,584,291 to \$8,511,479. In life insurance, the premiums of Canadian companies were to the value of \$14,906,850, American companies coming second with premiums of \$6,610,275, and British companies third with premiums of \$1,567,951. In comparing the returns of 1907 with those for the preceding year, it is seen that the business of Canadian companies

is increasing, while in many respects the British and American companies are losing ground.

NEW BRUNSWICK REPORT.

The Agricultural Industry.

Report on Agriculture for the Province of New Brunswick for the year 1907. Fredericton, N.B. King's Printer, 1908. Pages, 275.

In the report of the commissioner for Agriculture of New Brunswick, it is stated that while unusual weather conditions seriously interfered with the work of the farmers, there was an abundant growth of all the different crops, and the season was a fairly prosperous one to those who adhered to the system of mixed farming, for which the province of New Brunswick seems to be particularly adapted. The average yield of wheat was 19 9-10 bushels per acre, the average for the last ten years being 18.55 bushels. The production of oats in 1907 amounted to 5,748,134 bushels, an increase of 52,554 bushels over 1906. There was a shortage in potatoes owing to a blight and early frost. An improvement was shown in the sheep industry, and the poultry business was very profitable.

ONTARIO REPORTS.

Prison Statistics.

Fortieth Annual Report of the Inspector of Prisons and Public Charities upon the Common Gaols of the Province of Ontario for the year ending 30th September, 1907. Toronto: King's Printer, 1908. Pages, 69.

The report of the Inspector of Prisons and Public Charities upon the gaols of Ontario for 1907, shows a total expenditure of \$164,852.39, an increase of \$6,678.38 over the previous year. The average cost per day for each prisoner increased from 22 to 27 cents. A cash revenue of \$65.40 was derived from gaol labour. There were 11,804 persons committed to gaols and lock-ups during the year, compared with 10,810 in 1906. While there were more prisoners than in 1906, there was a decrease of 35,499 in the number of days' stay in gaol, and there was a decrease of 25 in the number of prisoners sentenced to the penitentiary. The increase was largely made of prisoners sentenced to short terms for minor offences, including many homeless immigrants committed on account of having no visible means of support. Recommendations are made in the report for the introduction of a probation system with indeterminate sentences, and for the establishment of an industrial farm to take the place of gaols.

Temiscaming and Northern Ontario Railway.

Sixth Annual Report of the Temiscaming and Northern Ontario Railway Commission. Year ending December 31, 1907. Toronto: King's Printer, 1908. Pages, 213.

In the Sixth Annual Report of the Temiscaming and Northern Ontario Railway Commission, it is stated that on December 31, 1907, there were 139 miles of railway in operation. An additional length of 69 miles was nearly completed, and a contract was awarded for 40 more miles of railway, to the junction of the Grand Trunk Pacific Railway. During the year there were paid in wages \$574,959.09, of which \$150,939.42 were for construction and \$424,019.67 for operating expenses. The earnings of the Railway Commission amounted to \$853,520.01 in 1907, compared with \$544,018.85 in 1906, in addition to which there

were received ore royalties to the amount of \$50,901.04. The total expenditure for the year was \$645,412.29, compared with \$362,492.58 in the previous year.

EUROPEAN REPORT.

Wages and Hours in the Metal Trades in Belgium.

Salaires et Duree du Travail dans les Industries des Métaux au d'Octobre, 1903. Bruxelles; Ministère de l'Industrie et du Travail; Office de Travail. Vol. 1, page 53, Vol. II, pages, 1103.

A report on the wages and hours of labour in the metal trades of Belgium, issued by the Department of Industry and Labour of Belgium, contains a full statistical analysis of returns received in October, 1903. Out of 84,136 adult males, 978 received less than 1.50 francs (30 cents) per day, while the highest paid men, earning 7 francs and more per day, numbered 1,626. Over half the men received from 3 francs to 4.49 francs per day. Out of 2,913 adult females, 137 were paid from 1 to 1.24 francs per day, and 13 earned less than 1 franc. There were 676, or 23.21 per cent earning from 1.75 to 1.99 francs, and only 13 received 4 francs and more per day. Out of 5,367 males under 16 years of age, 2,594 were paid from 1 to 1.49 francs, and 101 received less than half a franc per day. There were 320 females under 16 years of age earning from 1 franc to 1.24 francs per day, out of a total of 574, and 116 earning from 0.75 to 0.99 francs. Only 4 earned less than half a franc per day, and 9 earned 1.50 francs and more. About half the employees in the metal trades had a working day of not more than 10 hours, and 42.90 per cent of the remainder worked from 10½ to 11 hours per day.

OTHER REPORTS RECEIVED.

Canada.—Report of the Commissioners of the Transcontinental Railway for the Fiscal Year ending March 31, 1907.

Interim Report of the Militia Council for the Dominion of Canada on the Training of the Militia during the Season of 1907.

Geological Survey of Canada. The Telkwa River and Vicinity, B.C., by W. W. Leach.

Department of Mines. Report on a portion of Northwestern Ontario traversed by the National Transcontinental Railway, between Lake Nipigon and Sturgeon Lake. By W. H. Collins.

Ontario.—Eleventh Annual Report of the Provincial Municipal Auditor for 1907.

Loan Corporations' Statements, being Financial Statements made by Building Societies, Loan Companies, Loaning Land Companies and Trusts Companies for the year ending 31st December, 1907.

Second Annual Report of the Horticultural Societies of Ontario for the Year 1907.

Italy.—Atti del Consiglio Superiore del Lavoro. X Sessione-Novembre, 1907.

THE IMPROVEMENT OF CANADIAN TOBACCO BY THE DEPARTMENT OF AGRICULTURE, CANADA.

TWO years ago the Minister of Agriculture, Canada, created a tobacco division of the Department of Agriculture, the organization of which was entrusted to Mr. F. Charlan, tobacco expert, formerly on the staff of the French "Administration des Tabacs". Mr. Charlan, after investigating the conditions of the tobacco

industry in Canada, has carried out a series of experiments with a view to improving the home product both as regards quality and quantity, and to making this industry more profitable.

Mr. Charlan at once formed a favourable opinion of Canadian tobacco, and the sweating experiments which he made the first year of his stay in Canada confirmed this opinion. Those experiments have since been taken up on a large scale by manufacturers with very satisfactory results. Various demonstration plots were also established with a view to trying new varieties and propagating the best methods of tobacco culture. The results of this work will shortly be made known.

In view of the importance of the work and the large territory to be covered, the Minister of Agriculture has decided to give Mr. Charlan two assistants, one to take charge of the work in the province of Quebec and the other in the province of Ontario. This organization will enable the tobacco division to obtain more rapid and conclusive results. The tobacco division will thus be in a position to do more work, and to give more particular attention to the improvement of desirable varieties of tobacco. The presence of experts on the spot, during the whole growing season, able to ascertain local conditions and to give advice, cannot fail to have good results.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopsis of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

ONTARIO CASES.

Important Mechanics' Lien Judgment.

A judgment which involves to a great extent a revolution in the interpretation of the Mechanics' Lien Act for Ontario, was given recently by a Divisional Court. The judgment involves the extent of the liability of an owner of a house under construction when the contractor abandons the contract. Section 11 of the Act reads:—

"In all cases, the person liable upon any contract under and by virtue of which a lien may arise under the provisions of this Act, shall as the work is done or materials are furnished under the contract, deduct from any payments to be made by him in respect of the contract, and retain for a period of thirty days after the completion or abandonment of the contract, twenty per cent of the value of the work, services and materials actually done placed or furnished as mentioned in Section 4 of this Act, and such value shall be calculated on the basis of the price to be paid for the whole contract."

The interpretation of this clause formerly accepted was that 20 per cent of the value of the work and materials done and supplied should be retained by the owner, and that he should be liable for that amount for the satisfaction of liens filed. This resulted frequently in serious

loss to the owner. The proportion of the work and materials done and supplied, compared with the total necessary for the completion of the building, might be much less than the proportion of their cost to that specified by the contract, in case the cost of the building was going to exceed the amount specified in the contract. The owner would then have a large payment to make, for the satisfaction of liens, and also a great deal still to spend in the completion of the building. The new interpretation provides expressly that the 20 per cent, up to which the owner is liable, shall be "calculated on the basis of the price to be paid for the whole contract." The judgment was rendered upon an appeal by the defendant Toms, the owner, from the judgment of the County Court of Simcoe in a mechanics' lien action, in favour of the plaintiffs, wage-earners, for the recovery of \$201.55 against the appellant with costs. The judgment of the Court was delivered by Riddell, J., and is as follows: "The defendant Pearson contracted to build a house for his co-defendant Toms for \$2,429, but abandoned the contract when apparently not half done. Liens were claimed by a number of wage-earners, and proceedings were had under the provisions of the Act. The County Court Judge held that he had to consider only 'the value of the work done and materials provided under the contract at the time the contractor abandoned it,' and thought that it was so held in *Russell v. French*, 28 O. R. 215. The sole question (except that of costs) in the appeal is whether in the computation of the principal upon which is to be computed the 20 per cent provided by the Act, the value of the work done and materials provided to be calculated or not upon 'the basis of the price to be paid for the whole contract.' The case cited by the County Court Judge does not conclude the Court in the direction indicated by him, as will be seen by a reference to the judgments, especially that of Mr. Justice Rose, at p. 220, where that very learned Judge explicitly uses the words of the statute, 'such value being calculated on the basis of the price to be paid for the whole contract.' The different methods of com-

putation were not under consideration in that case or in the Manitoba cases to which we were referred: *Hoffstrom v. Stanley*, 14 Man. L. R. 227; *Black v. Wiebe*, 1 W. L. R. 75. The contention is that sec. 14 (3) lays down a rule for wage-earners in the case in hand, it being a case in which the contract has not been completely fulfilled—different from the rule in any other set of circumstances; and that the only thing that is to be looked at is the value of the work done and materials provided by the contractor. In the absence of binding authority so holding, I am unable to agree. Section 14 (3) uses the words "the percentage aforesaid shall be calculated on the work done and materials furnished by the contractor," etc. "Aforesaid" must refer to the percentage in sub-sec. (1), which is twenty per cent (in the present instance) "of the contract price directed to be retained by sec. 11 of this Act." Section 11 of the Act provides for the retention of 20 per cent of the value of the work, etc., such value to be calculated on the basis of the price to be paid for the whole contract. This provision must prevail all the way through, unless, indeed, it is not practicable to explain the language of sec. 14 (3) consistently with this interpretation. Another interpretation was suggested during the argument. I am of opinion, however, that the true interpretation is to be found from an examination of the course of legislation. Section 14 (3) comes immediately from the Act of 1896, 59 Vict. ch. 35, sec. 13, and that from the Act of 1893, 56 Vict. ch. 24, sec. 5 (1), which reads: "In case of the contract not having been completely fulfilled when the lien is claimed by the wage-earners, the percentage aforesaid shall be calculated on the work done or materials furnished by the contractor. 'The Act shows by the preamble that it was intended to secure wage-earners priority over all claimants not having a superior equity, and the percentage aforesaid was (sec. 2) that authorized by R. S. O. 1887, ch. 126, secs. 7, 8, 9, i. e., 10 per cent of price to be paid to the contractor (sec. 9 (3)), while sec. 4 of the Act of 1893, provided that the lien of wage-earners for 30 days' wages pro-

vided by statute should not be defeated by reason of the work having been left unfinished, or of the price, for that or any other reason, not being payable to the contractor. No doubt, the legislation was passed in view of the decision 2 months before in *Re Sear and Woods* (1893), 23 O. R. 474, in which it had been held that if the percentage to be retained by the owner never became payable, by reason of the fact that the contractor never finished the work, the wage-earner did not become entitled to receive this sum or any part of it. The purpose of the Act was that wage-earners should become entitled as the work went on to a lien, and that such lien should not be discharged by any subsequent default of the contractor. The sec. 5 was introduced to cover the case of the non-completion of the contract at the time of the claim of lien by a wage-earner—and it is not alone the case of an abandoned contract that is in contemplation. There may be a succession of workers upon the same contract, and while the legislature had seen fit to say that the wage-earners should have priority over all others, to the extent “of 10 per cent of the price to be paid to the contractor;” R. S. O. 1887, ch. 126, sec. 9 (3); it did not, I think, intend that the workmen who had been employed in the earlier part of the contract should share in the fruits of the labour of those who came in after they had claimed their lien—nor did the legislature think it just that, for example, those supplying material in the finishing of a building should lose their pay, that workmen employed perhaps months before should be protected. The object of this clause was, I think, to confine the 10 per cent against which the wage-earner had a claim to a principal sum representing the value of the work and materials already supplied by his contractor. There was at that time no rule laid down for the computation of the value of an abandoned contract such as we now have—and there was no intention of laying down any rule for the valuation under an abandoned contract differing from that under a continuing contract or completed contract. Then came the Act of 1896, 59 Vict., ch. 35. This, by sec. 10 (1), in-

creases the amount to be retained to “20 per cent of the value of the work, service and materials actually done, placed or furnished,” and adds: “Such values shall be calculated on the basis of the price to be paid for the whole contract;” and by sec. 13 (1) continues the priority of wage-earners. Then, by sec. 13 (3) the provisions of 56 Vict., ch. 24, sec. 5, sub-sec. 1, are continued; and, with a trifling change in sub-sec. 1, sec. 13 of the Act, 56 Vict., ch. 24, has become now sec. 14 of R. S. O. 1897, ch. 153, I am unable to find anywhere that the legislature intended a different method of computation for an abandoned, from any other kind of, contract; and I think there is nothing to indicate that “the percentage aforesaid” is not the same percentage as that in sec. 14 (1) and in sec. 11 of the present Act. I am of opinion that the Judge of the County Court was wrong in his interpretation of the Act, and that (unless the parties can agree) there must be a reference back for trial upon the principles above laid down. As to costs, the difficulty has arisen from the wording of the statute, and I think there should be no costs of the appeal. The costs of the trial to be had and all other costs will be disposed of by the County Court Judge. No doubt, if he finds the appellant right throughout, he will award him his costs, but we do not limit his discretion. It is to be hoped that the parties will find a means of settlement, and so avoid the costs of a new trial.

(*Cole v. Pearson*; 11th May, 1908; Divisional Court.)

Picketing not Illegal.

In connection with the strike of union moulders at the Buck Stove Works in Brantford. The police, at the request of the firm interfered with picketing which was being done by union men in the vicinity of the works, where non-union men who had taken the places of strikers were quartered. Union men were summoned for besetting the works and as a result one hundred of them were committed for trial, waiving a hearing before the police magistrate. At the trial at the June Sessions of the Peace at Brantford, two sample cases were taken up. The

evidence showed that the men had maintained pickets in the vicinity of the works, but had not compelled any one to cease working. The Crown contended that the case was difficult to prove, but that by their act in besetting the works the men showed motive or desire to interfere with strike-breakers. The defence claimed the picketing was only for the purpose of getting and giving information regarding the strike. The presiding Judge held that picketing was not illegal provided the men did not beset the works with a view to compelling others to abstain from doing lawful work. There was, he said, no evidence of restraint or compulsion. There were authorities to support this conclusion. Accordingly he dismissed the two cases in question, and the remainder of the cases were dropped by the Crown.

(*Rex v. Striking Moulders*; 10th June, 1908; Hardy, County Judge.)

QUEBEC CASES.

Sunday Labour.

At Waterloo, some time since, Henry E. Miles was prosecuted for violations of the Lord's Day Act, by operating his flour and sawmills on Sunday. The judgment of the District Magistrate sets out the facts in full, and it is here presented in extenso.

"A penalty is sought to be recovered from the defendant for an alleged violation of Chapter 153 of the Revised Statutes of Canada, commonly called the Lord's Day Act. The proof shows that the defendant, who owns and operates a steam saw and grist mill at South Stukely, did, on several Sundays in the months of January and February last, have the mill in operation, and also at times used his teams for hauling logs to the mill, and hauling lumber from the mill to the piling ground. The proof further shows that the defendant is a consistent Seventh Day Adventist, and rigorously abstains from work on Saturdays. According to the plan produced of the locality, the mill is shown to be in a somewhat isolated position on a small stream in the outskirts of the village, and 150

rods distant from the nearest place of worship. The Lord's Day Act came into force throughout the Dominion on the first day of March, 1907. By clause 16 therein, nothing in said Act shall be construed to repeal or in any way affect any law relating to the observance of the Lord's Day, in force in any province of Canada when this Act comes into force. On the 28th February, 1907, (one day before the Lord's Day Act became law) an act respecting the observance of Sunday was enacted and came into force in the province of Quebec. This Act, after re-affirming the Acts already in force concerning the observance of Sunday, goes on to enact that no person shall work on Sunday for gain (except in case of urgency or cause to be done any industrial work. Further, clause 6 of said Act enacts that no one "who habitually and conscientiously observes the seventh day of the week as a Sabbath Day, and actually abstains from work on that day, shall be punished for having worked on the first day of the week, if such work do not disturb other persons in the observance of the first day of the week as a holy day." The whole question, to my mind, turns on the meaning to be given to the word 'disturb.' One of the witnesses for the prosecution swears that the work carried on by the defendant on Sundays disturbed him 'spiritually.' Another swears that it caused him 'mental' annoyance. Others that it did not bother them at all. I cannot see that the context of clause 6 allows any other meaning to be put upon the word 'disturb' than is the obvious every-day meaning. It must necessarily mean material disturbance—a hindering of or interfering with other people in the discharge of their religious duties, by noise, or some other tangible interference, and in the present case there is no proof whatever, of anything of the kind. Moreover, the prosecution has failed to prove that the industrial work done by defendant was done for gain. It was said that this could be assumed; that work of this kind was not done gratuitously. In interpreting statutes with a penal clause nothing can be inferred. The wording must be strictly interpreted. The enforcement of the Lord's Day Act in the

province of Quebec is, therefore, very much limited by the Sunday Observance Act of the Quebec Legislature. First of all, this Sunday Observance Act re-enacts all the laws already passed by the Legislature, general or special, respecting the observance of Sunday in this province, and adds that 'every person shall be and remain entitled to do on Sunday any act not forbidden by Acts of this Legislature in force on the said 28th day of February, 1907, or subject to the restrictions contained in this Act, enjoy on Sundays all such liberties as are recognized by the customs of this province.' In the second place, 'No person shall be punished for doing or causing to be done any industrial work unless it be for gain.' And in the third place, 'Whoever conscientiously and habitually observes the seventh day of the week as a Sabbath Day, and actually abstains from work on that day, shall not be punished for having worked on the first day of the week, if such work do not disturb other persons in the observance of the first day of the week as a holy day, and if the place where such work is done is not open for trade on that day. Under the proofs made in this cause, I cannot hold that the defendant has, in this instance, violated the law as now in force in this province with regard to the observance of Sunday, and I dismiss the complaint.'

(Rex v. Miles; 2nd May, 1908; Mulvena, D. M.)

Concerning Labour Bureaus.

Joseph Waldman was recently discharged for lack of sufficient evidence to establish fraud. The accused was the proprietor of a labour agency at 146 Windsor street, formerly occupied by Gatz and Green, against whom criminal proceedings were also instituted at the beginning of the year for the same offense. They, however, disappeared after being acquitted, and Waldman, with another foreigner named Pulitzer, carried on the same business on the premises. Towards the end of May last, immigrants of various nationalities complained that they had paid money to the Waldman-Pulitzer concern, but had been unable to obtain any work as promised. A warrant was issued against the labour agents on the

28th of May last, but Pulitzer decamped before it was served on him. His partner, Waldman, was arrested two days afterwards.

About fifteen immigrants—Poles, Bulgarians, Lithuanians, etc.,—related how they had paid various sums to Waldman & Pulitzer in the hope of being able to secure employment. The evidence showed that negotiations with the immigrant were carried on through an interpreter named Wagner, and despite a lengthy examination of several witnesses it was impossible to get at the true nature of the contracts of the so-called labour agency with the immigrants. Waldman claimed, moreover, that he had nothing to do with the transactions, but that he was merely Pulitzer's employee.

Owing to the unsatisfactory character of the evidence, Judge Choquet dismissed the case with the following observations

"In this case, as in a great many others of a similar character, we find that it is extremely difficult to make proof against the parties keeping these labour bureaus. We have succeeded in convicting some offenders where it was proved that the parties seeking work had paid their money under the representation from the labour agents that they would get work immediately, or that on paying so much, they would be given work at once. When an agent receiving money promises to give work immediately and fails to do so there is no doubt as to the false representation. In this case, however, as in many others upon which I have adjudicated negotiations with the immigrants were made through an interpreter, as the applicants did not speak the language of the country. For the most part, these immigrants are either Italians, Russians, Poles, Austrians, who come from all parts of Europe, where the so-called labour agencies of this city advertise extensively. The foreigners read these advertisements in the newspapers of their respective countries with the result that they flood to Canada in great numbers under the impression that they can get work at once.

"Instead of obtaining work, they are very often robbed by their own countrymen who run employment bureaus. The immigrants who are unable to speak the

language of this country, and are very anxious to escape starvation and penury, apply to these obtrusively placarded labour agencies, put up their money in the hope of obtaining employment, but finally find themselves no better off than before. In my opinion, these employment offices ought to be entirely under the control of the Government, and an interpreter appointed by the Government ought to be stationed in each of them. Considering the great number of complaints made lately, I think this would be the only way to prevent unscrupulous sharks from robbing helpless foreigners, some of whom have enough trouble to get along here without being deprived of their hard-earned savings. Three-quarters of the so-called employment offices of the city are nothing more than dens of robbery. I suppose the same applies to other cities, and this is why I think it is high time for public men to deal with this matter at once. The foreign labourers who come to this country are for the most part respectable and willing to do right, and they ought to be protected for the sake of the good reputation of Canada.

"In some cases it is impossible to apply the law against an offender who obtains money from immigrants under false pretences, because negotiations are generally carried on through an interpreter, who is not unfrequently looking after his own interests or those of an agency. This is all very unsatisfactory to the ends of justice. I must nevertheless congratulate Mr. Stanford, of the Dominion Immigration Agency, who is doing his best to bring these offenders to justice, but it sometimes happens that he is powerless owing to the confusion of languages, and therefore fails to obtain deserved punishment for those who rob immigrants. I repeat it, these employment offices ought to be absolutely under the control of the Government officers, who ought to have trustworthy and competent interpreters at their disposal in order to protect the foreigners. In the present case I am obliged to adjudicate according to the evidence, which was altogether unsatisfactory for the prosecution. The accused is accordingly discharged."

(Rex v. Waldman; 26th June, 1908; Choquet, J.)

Judgment Dismissing Action Confirmed.

Plaintiff brought action in the Superior Court, St. Scholastique, to recover damages for personal injuries sustained while in the employ of the defendants. Plaintiff was engaged in cutting in half, a log of green cedar, about 5 feet long, by means of a circular saw, on a sawing table, when the log slipped or shifted and plaintiff's left hand came into contact with the saw, and he lost his thumb and first finger. The allegations of fault were, that the sawing table was unsteady; that there was not room enough to saw a log of five feet long across in its middle, and that the saw wobbled. The defendants denied the allegations of the declaration. The trial judge, Robidoux, J., found none of the allegations of fault proved, and, in the absence of any fault, decided that it was an accident for which the defendants could not be held responsible. From this judgment the plaintiff appealed to the Court of Review, which by a majority affirmed the judgment. In delivering the judgment of the Court, Tellier, J., said:—

"The sawing-table and saw were in good condition. Green cedar split with an axe, is a tortuous and twisted piece of wood and it is difficult to handle; but the plaintiff was an experienced man, and while he necessarily had to weigh somewhat heavily on the log to hold it steady while he was cutting it, still it was the usual way to do it, and plaintiff had had eight years' experience in sawmills. The downward motion of the saw would help to steady the log and press it more firmly on the table. But in any event the plaintiff might have lessened the chances of the log slipping by laying it with the bark side down instead of placing the smooth and slippery side on the table. The accident was inherent to a dangerous work and was liable to happen at any time. To have asked plaintiff to stand at the side of the saw, instead of in front of it, (as was suggested) would have exposed him to being injured by splinters. There being no fault on defendants' part, plaintiff's action was properly dismissed."

Pagnuelo, J., in dissenting from the majority of the Court on the merits, stated that a case of this nature showed the absolute necessity in this province of a law to compensate workmen in cases of accident in industrial employments.

(Calve v. Northern Industrial Co.; 9th May, 1908; Court of Review.)

Railway Gateman Drunk while on Duty.

William Barnes, gateman at the Charlevoix street crossing of the Grand Trunk Railway Company, was recently before

the Recorder's Court at Montreal on a charge of being drunk while on duty. On Friday, the 8th of May, close upon midnight, two constables saw two freight trains passing the crossing while the gates were up. A light engine following the freights blew its whistle vigorously to have the gates put down, but the gate-man did not come out of the shanty. The constables entered the shanty and found Barnes, they say, lying drunk and asleep on the floor. Two other men were also drunk in the place. Barnes made his election to stand his trial before a jury in the Court of King's Bench, and he will be tried in June.

(Rex v. Barnes; 22nd May, 1908; Dupuis, Recorder.)

This is the third offence of a like character in connection with gatekeepers at this crossing. See page 865 and 866 of the January number of the *Labour Gazette*.

Damage Action Settled Out of Court.

An action brought by plaintiff to recover damages for personal injuries sustained by him in the course of his employment with defendants, owing, as alleged, to the negligence of the latter, has been settled upon the eve of trial. Plaintiff was a freight conductor in the employ of defendants, lost his right leg and a portion of his left foot at Gould, Que., on 1st May, 1907. He was in the act of operating an automatic coupler when the train suddenly moved in answer to a signal, and his limbs were crushed beneath the wheels. The particulars of the settlement were not made public.

(Foster v. C.P.R.; 16th May, 1908.)

MANITOBA CASE.

Damages Awarded for Loss Caused by Strike.

Plaintiffs, master plumbers in the city of Winnipeg, brought action against the members of the local Journeymen Plumbers, Gas and Steam Fitters' Union for damages caused to them by defendants' acts in preventing plaintiffs in getting men to work for them, and in preventing

other men from entering plaintiffs' employ and in inducing men in plaintiffs' employ to leave it. An injunction was also asked for, to prevent defendants from practising the illegal acts complained of. After a trial lasting many days the presiding Judge awarded plaintiffs' damages to the extent of \$2,000 and costs. The material part of the judgment is as follows:—"Of the defendants that came to trial I cannot find that the defendants Hartley or Gossling were active in promoting or carrying out any of the acts complained of. The defendant Hartley attended only one meeting at which he was outside guard, and he appears to have known nothing about what was going on. Gossling was Vice-President and presided at one meeting after the strike, but appears to have taken no other part.

It does not appear that any of the things complained of were resolved upon at that meeting. This is not sufficient on which to hold him personally responsible. There is no evidence at all against the defendant Brown. All the other defendants who came to trial were active in promoting the strike and are individually answerable for the wrongs done. Whilst I am bound on the evidence to find that the defendants have broken the law, and have thereby rendered themselves liable to damages, I must in justice to them say, that throughout the whole period of the strike there was no act of violence committed on either person or property, acts which in other strikes have brought discredit upon the cause of labour. And, with one solitary exception, only peaceable persuasion was used to induce men to quit work or not to begin work. As to the damage it is somewhat difficult to assess. The defendants are not liable for the damages caused by themselves quitting work. They are liable for inducing those who remained in or afterwards entered the plaintiffs' employ to quit and for preventing others from doing so in the manner before stated. That the plaintiffs were seriously damaged by the strike and what followed it is beyond dispute, but the difficulty consists in distinguishing the damage caused by the lawful and by the unlawful acts of the defendants. After giving the matter the best consider-

ation I can, I assess the damages against all the defendants at \$2,000, divided amongst plaintiffs as follows: Duff & Flett, \$200; Thompson, & Homer, \$100; Gates, \$200; Northern Plumbing Co., \$100; Green & Litster, \$300; Cotter Bros. \$800, and Dallaire Charrette & Co., \$100. There will be judgment against the defendants individually, except the defendants H. Hartley, George Gossling and W. Brown, for \$2,000 and costs, and against those defendants who are representatives as representing all persons who on the 4th day of July, 1906, constituted the association of persons known as the Journeymen Plumbers, Gas & Steam Fitters and Steam Fitters' Helpers, Local Union No. 62, and declaring that the property and assets of the said association in the hands of such defendants or any or either of them, or in the hands of any other person or persons or body corporate in trust for the use of the said local union, No. 62, or to which the said association or persons are beneficially entitled are liable to satisfy the claim of the plaintiffs against the said representative defendants for damages and costs. The injunction must also be made perpetual restraining the defendants from persuading, procuring or inducing workmen to leave the employ of the plaintiffs, and from conspiring or combining to induce workmen not to enter plaintiffs' employ, also from besetting or watching places where the plaintiffs or any of their workmen or those seeking to enter their employ reside or carry on business or happen to be with a view to compel the plaintiffs or said workmen to abstain from doing anything they or any of them have a lawful right to do, or from persistently following them or any of them."

(Cotter et al. v. Osborne et al.; 5th June, 1908; Mather J.)

BRITISH COLUMBIA CASES.

Appeal of Province re Natal Act Dismissed.

The full Court has dismissed the appeal of the province from the judgment of Mr. Justice Morrison in regard to the conviction of certain Hindus for a contra-

vention of the Provincial Immigration Act, as noted fully at page 1262 of the April number of the *Labour Gazette*. The Appellate Court adopted substantially the reasons of Mr. Justice Morrison for holding the Provincial Act ultra vires.

(Rex v. Eighteen Hindus; 29th April, 1908; Supreme Court, B.C.)

Damages against Union for Causing Discharge of Workman

Plaintiff was an English artisan with twenty-five years experience and had worked at his trade in Calgary, where he joined and filled the president's chair in the local union. Upon removing to Victoria he secured work from one Bouthier, a contractor, laying paving blocks, an employment over which the local Bricklayers' and Stonemasons' Union claimed jurisdiction. Bouthier and Graham were notified that the latter must join the union or all union men would be called off the job. Graham, the plaintiff, made application to join the union in the usual form, but being a stranger could find no union men who could vouch for his efficiency. He declined as unfair the test proposed by the committee of the union. Bouthier then discharged him and suit against the union was begun to recover damages for keeping plaintiff out of work and for an injunction to restrain the union from further interference with plaintiff. After trial the presiding Judge has awarded plaintiff \$250 damages with costs against defendants for their wrongful acts in the premises.

(Graham v. Bricklayers, etc., Union; 3rd June, 1908; Lampman, Co., Judge.)

ENGLISH CASES.

Method of Calculating Compensation.

A seaman who served on an ocean-going ship received 21s. a week in addition to his board and lodging on board the ship. He met with an accident arising out of, and in the course of his employment. In proceedings for the assessment of compensation under the Workmen's Compensation Act, 1906, it was held that in calculating the value of the seaman's

board and lodging, so as to arrive at his average weekly earnings, the cost of the board and lodging to the shipowners was the test, and not what it would have cost the seaman for board and lodging on shore.

(*Rosengvist v. Bowring & Co., Limited*; 31st March, 1908; Court of Appeal.)

Liability of Master for Servant's Act.

A dog which was known by its owner to be ferocious was entrusted by him to the care of a man-servant, who had instructions to let it out for a run each morning, and to bring it back and tie it up before the other servants came down. One morning, the man-servant, after having let the dog out, brought it into the kitchen where two maid-servants were, and saying that the dog would not bite, he let it loose. The dog bit one of the maid-servants. In an action by her against the owner of the dog to recover damages for the injuries so caused, it was held that, as it was the duty of the owner to keep the dog safe, he was liable for the injury caused by the act of his servant in letting loose the dog.

(*Baker et al v. Snell*; 4th May, 1908; Divisional Court)

Application of Trade Disputes Act, 1906.

Plaintiff, who had been a member of a trade union, was, during his membership, fined a sum of 10s., which he did not pay. He became an employer, and ceased to be a member of the union. Subsequently, he ceased to be an employer and rejoined the union, the fine not having been paid. The defendant, who was a delegate of the union, went to the foreman of plaintiff's employer and told him that he had better "stop Conway (the plaintiff) or there would be trouble with the men." The plaintiff was in consequence dismissed from his employment. In an action against the defendant to recover damages, the jury found that there was not a trade dispute existing or contemplated by the men; that the defendant uttered a threat to the plaintiff's employer; that what he did prevented, or was intended to prevent, the plaintiff from getting or retaining employment; that it was done to compel the plaintiff to pay, and to punish him for not having paid the fine;

that what the defendant did was not done only to warn the plaintiff's employer that the union men would leave in consequence of their being unwilling to work with the plaintiff, and that it was not done in consequence of the men objecting to work with him; and that the defendant did something more than act on behalf of the men employed by the plaintiff's employer. It was held that, upon these findings, the act of the defendant was not done "in contemplation or furtherance of a trade dispute" within the meaning of sec. 3 of the Trade Disputes Act, 1906, and the defendant, not being protected by that section, was liable at common law.

Section 3, above referred to, provides that "an act done by a person in contemplation or furtherance of a trade dispute shall not be actionable on the ground only, that it induces some other person to break a contract of employment, or that it is an interference with the trade, business, or employment of some other person, or with the right of some other person to dispose of his capital or his labour as he wills." Section 5 (3) of the Act provides that "the expression 'trade dispute' means any dispute between employers and workmen or between workmen and workmen, which is connected with the employment or non-employment or the terms of the employment, or with the conditions of labour, of any person, and the expression 'workmen' means all persons employed in trade or industry, whether or not in the employment of the employer with whom a trade dispute arises."

(*Conway v. Wade*; 7th May, 1908; Divisional Court.)

What is a "Workman."

A person was employed by the owners of a theatre as stage-manager, and it was part of his duty to act as a stage-hand, there being three other stagehands, and to shift the furniture and the side scenes. In an action to recover damages for his death, caused by the fall of the curtain, which he was engaged in operating, it was held that he was a "workman" within the Employers' Liability Act, 1880,

(*Rushbrook v. Grimsby Palace Theatre*; 14th May, 1908; Divisional Court.)

Negligence of Fellow Servant.

Defendants were the owners of two collieries which communicated with each other, and also of a railway from the collieries to a neighbouring village. The railway was used for the conveyance of coal and materials to and from the collieries, and the defendants provided a train to take their workmen to and from their work at the collieries. The workmen paid nothing for conveyance, and they were under no obligation to travel by the train. The railway was managed entirely by defendants. The part of the railway between the two collieries passed under a bridge. A mason, who was employed by the defendants to do work at both collieries, was, on the instructions of the defendants' engineer, who was the engineer of both collieries, engaged in building a wall to strengthen the bridge, and for that purpose he had erected a scaffolding close to the line. A workman who was employed by the defendants at one of the collieries was returning home by the railway and was seated on the floor of the carriage with his feet projecting beyond the carriage step. When the train was passing under the bridge, his foot struck the scaffolding, and he was thrown on the line and killed. In an action against the defendants to recover damages under the Fatal Accidents Act, 1846, the jury found that the accident was caused by the negligence of the mason and of the engineer. It was held by the Court that the negligence was that of a fellow-servant of the deceased workman, and that the defendants were not liable, the accident having happened on the defendants' premises, though the workman had at the time left off work and was on his way home,

(Coldrick v. Partridge, Jones & Co., Limited, 22nd May, 1908; Bray, J.)

Liability of Trade Union to be Sued for Malicious Prosecution.

Plaintiff was an advertisement contractor, and the defendants were a registered trade union and their general secretary, Mr. Richard Bell. Plaintiff had been prosecuted on a charge of obtaining from advertisers in a souvenir of a con-

gress of the Railway Women's Guild money on the alleged false pretence that the souvenir was an official production of the Amalgamated Society of Railway Servants. At the trial the plaintiff was acquitted on the charge, and subsequently brought this action for malicious prosecution. The defendants pleaded reasonable and probable cause, and denied malice, and relied on the Trade Disputes Act, 1906, Section 4, which is as follows:

"(1) An action against a trade union, whether of workmen or masters, or against any members or officials thereof on behalf of themselves and all other members of the trade union in respect of any tortious act alleged to have been committed by or on behalf of the trade union shall not be entertained by any Court. (2) Nothing in this section shall affect the liability of the trustees of a trade union to be sued in the events provided for by the Trades Union Act, 1871, section 9, except in respect of any tortious act committed by or on behalf of the union in contemplation or in furtherance of a trade dispute." In giving judgment for the defendants the presiding judge held that s. 4 above quoted is general in its application, and protects a trade union against any action of tort, and is not limited to a tortious act arising out of a trade dispute, and, therefore, an action for malicious prosecution will not lie against a trade union. An action will lie against a member or official of a trade union for a tort committed by him when acting on behalf of himself and all other members of the union, s. 4 only preventing him from being so sued as to render the trade union as such and its funds liable for the tortious act.

(Bussy v. Amalgamated Society of Railway Servants et al.; 16th March, 1908; Darling, J.)

Decision on Meaning of "Undertakers" in Workmen's Compensation Act, 1897.

The House of Lords has recently dismissed an appeal from a judgment of the Court of Appeal affirming a decision of the County Court Judge that the appellant was not, under the circumstances of the case, at the time when he sustained his injuries, engaged in an employment to which the Workmen's Compensation Act,

1897, applied and was, therefore, not entitled to compensation. Respondents carried on business as engineers and ship repairers at Cardiff Docks, and the appellant was employed by them as foreman engineer. On February 20th, 1905, while so employed, the appellant was on board the steamship "Jane," then lying in a wet dock, taking particulars, on behalf of respondents, of work to be done by them in connection with repairs on the ship. While so engaged, appellant accidentally fell from a part of the ship known

as the fiddley top on to the bridge deck, thereby sustaining personal injuries which incapacitated him from following his usual or any employment for several months. In dismissing the appeal, the House of Lords held that the employers had not the actual use or occupation of the dock, and were, therefore, not the "undertakers" within Sec. 7 of the Act, and were not liable for compensation.

(*Morgan v. Tydvil Engineering ect., Co.*; 6th March, 1908; House of Lords.)

THE LABOUR GAZETTE

AUGUST, 1908.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF JULY, 1908.

I.—GENERAL SUMMARY.

INDUSTRIAL and labour conditions showed an improvement during July as compared with the preceding month. Railway shop employees were taken on in large numbers, and there was an increase in the output of manufacturing establishments and in the general demand for labour. Railway construction operations were giving employment to several thousands of men. Building and civic improvement work increased in volume. The cause of the improved tone was in large part the continued favourable reports received with regard to the agricultural outlook. Crops in every province gave promise of yields exceeding those of 1907. Though the fishing and lumbering industries were somewhat quiet, mining was active and the collieries of Nova Scotia and the metalliferous camps of British Columbia had a favourable month. A surplus of unskilled labour was reported at certain points, but the amount was less than in June, and in some localities a scarcity of men was reported after the beginning of harvesting. As in the previous months of the season, the volume of immigration was much less than at the corresponding period of 1907.

Changes in Wages and Hours of Labour.

The following is a statement, by industries and groups of trades, of the more important changes in wages and

hours of labour, information concerning which was received at the Department of Labour during July:—

Building.—Wages were downward in tendency at certain points. At Ottawa, Ont., for example, carpenters were receiving 25 cents per hour, whereas the rate last year was 30 cents per hour. Bricklayers and masons at Berlin, Ont., were working under a reduced schedule.

Street railway employees.—Motormen and conductors (240) at Quebec, Que., received an increase in wages as follows:—

	Old Scale per hour.	New Scale per hour.
1st year men	14½	16
2nd year men	16	17
3rd year men	18	19

Unskilled labour.—Labourers (30) employed on street paving at Brantford, Ont., had their wages increased from \$1.50 to \$1.65 per day of 10 hours.

Cost of Living.

The price of farm produce held very firm throughout July, with butter and eggs strongly upward in tendency. Potatoes were very high. Grains were firm, but hay and cattle were downward in price. Hogs were scarce. Milk show-

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

ed a downward tendency at certain points. Sugar was somewhat easier in price, refined having been reduced ten cents on all grades. Tobacco was upward. The prices announced for tinned vegetables were considerably below those of last year, being $27\frac{1}{2}$ per cent less in the case of peas. Building material, including brick, has been downward as compared with last year. Lumber prices were reduced by the British Columbia mills, both in the mountain section and on the coast, during July, the reduction being from \$22.50 to \$17.00 per thousand feet on rough lumber and shiplap to points in the Northwest provinces.*). Paints, oils, turpentine, etc., have shown a marked decrease from last year's prices. Metals were steady.

Interruptions to Industry.

The number of trade disputes in existence during July was less than in June, and there was a decrease of about 61,527 in the number of working days lost. Compared with July, 1907, there was a decrease of 20 in the number of disputes, and a decrease of approximately 60,100 in the number of working days lost.

About the middle of the month forest fires in the Counties of Drummond, Nicolet and Lotbinière, Que., caused damage amounting to over \$500,000; the village of Carmel was totally destroyed, also 42 buildings in the village of Daveluyville with isolated farm houses and barns and large quantities of standing timber. Bush fires also caused serious damage in New Brunswick and in the neighbourhood of Lake Nipissing and Montreal River, Ont., 150,000,000 feet of timber being destroyed.

Among industrial establishments, etc., destroyed by fire or through other causes during July, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scotia.—On the night of July 6, during a fog, the steamer "Arcola," of the Thompson line, ran ashore on St. Paul's Island, off the coast of Nova Scotia, and became a complete wreck.

New Brunswick.—Warehouse and hotel at Chatham; hotel and store at Perth Junction, loss \$8,000; foundry

and hotel at Sackville, loss \$100,000; warehouse at St. John, loss \$4,000; schoolhouse at Woodstock, loss \$7,000.

Quebec.—Mine dry-house at Black Lake; at Montreal, a lumber stockyard and factory, loss \$50,000; Foundry, loss \$30,000; and a grocery store, loss \$3,000; printing office at Quebec; railway station at Ste. Anne des Plaines and contents, loss \$4,000; dry house and contents at St. Hyacinthe.

Ontario.—Hotel and meat market at Cardinal, loss \$30,000; bank, barn and outbuildings at Beamsville, loss \$10,000; business block and power house at Cobalt, loss \$31,000; railway construction camps and outfits at Englehart, loss \$12,000; grist mill at Dundas; business block at Fort William, loss \$160,000; city hall (partial) at Kingston, loss \$10,000; sawmill at Lindsay, loss \$5,000; business block at Niagara Falls, loss \$5,000; furniture factory and brick yard at Ottawa, loss \$20,000; tar macadam plant at Ottawa, loss \$5,000; grist mill at Tannerville, loss \$7,000; lumber yard at Tannerville, loss \$130,000; brewery and stores at Sault Ste. Marie, \$37,000; cartage company's stables and comb factory at Toronto, loss \$85,000; flour and feed store at Wallaceburg, loss \$5,000; barns at Guelph and Minto.

Manitoba.—Hardware store and business block at Killarney, loss \$25,000.

Saskatchewan.—Lumber and grist mill at Battleford, loss \$25,000.

Alberta.—Brick works at Medicine Hat, loss \$50,000; sash and door factory at Strathcona, loss \$150,000.

British Columbia.—Two business blocks at Grand Forks, loss \$300,000; lumber camp and bridge at Lizard Creek, near Fernie; two hotels at Wardner, loss \$100,000.

During the night of July 3-4, the small steamer *Annie* ran on a rock at Howe Sound and was wrecked.

Conditions in the Industries and Trades.

Conditions of employment during July in the several industries and trades throughout Canada, as indicated by the reports of correspondents of the *Labour Gazette* and by information received at the Department from other sources, may be briefly summarized as follows:—

Agriculture.

Reports from almost every section of the Dominion were favourable as to the outlook, and agricultural yields are expected in every province to considerably exceed those of the past year. In more detail, conditions during the month were as follows:—

In the Northwest provinces warm weather prevailed throughout July and somewhat checked the rapid growth that had taken place during June. Showers which were general about the middle of the month did much good, and on rich lands the crops passed successfully through the blossoming stage and filled evenly and well. In some districts, however, the yield will be affected by the heat and drouth. Danger from frosts is not anticipated and the damage from

(*) See report of Vancouver, B. C., correspondent.

smut and rust will be much less than last year. On the whole, the crop is expected to be one of the most profitable on record; cutting is expected to be general from the 15th to the 20th of August. Estimates of the probable total yield range from 100,000,000 bushels upwards. The number of experienced men required in connection with the harvesting of the western grain crop was estimated at upwards of 25,000. The usual wage offering in the closing week of the month was \$2.00 per day and upward. A shortage of men was anticipated.

An official estimate of the crop acreage and yield in Alberta shows that in 1907 the crop area to spring wheat was 122,984 acres, and the total yield 2,249,707 bushels, an average yield per acre of 18.30 bushels. For 1908 the crop area is 193,731 acres, and total estimated yield 4,262,082 bushels, an average yield per acre of 22 bushels. Last year winter wheat showed a crop of 81,652 acres, and a total yield of 1,884,921 bushels, the average yield per acre being 23.08 bushels. This year's estimate shows a crop area of 95,000 acres, a total yield of 2,365,000 bushels, and an average yield per acre of 23 bushels. In 1907, 304,288 acres were sown to oats, giving a total yield of 9,168,036 bushels, and an average yield per acre of 30.14 bushels. In 1908, 424,925 acres were sown, giving a total yield of 14,236,997, and an average yield per acre of 33.50 bushels. The barley yield is estimated to be more than double this year in comparison with 1907. Rye shows an estimated crop area of 5,150 acres. The yield will probably be 99,137 bushels compared with 10,015 bushels last year. Last year 6,478 acres were sown to flax, which yielded 49,947 bushels, an average yield per acre of 7.71 bushels. This year the acreage is 12,293 acres, and the total yield 153,662 bushels, and an average yield per acre of 12.50 bushels. Speltz this year is sown to the extent of 1,009 acres compared with 151 acres last year. The yield is estimated at 28,861 bushels compared with 3,326 in 1907, and the average yield per acre 27 bushels compared with 22.15 bushels in 1907.

In Ontario, fall wheat cutting was

completed and barley cutting was begun. The wheat showed high quality; export prices were at or about 82 cents per bushel. The Quebec hay crop was gathered in good condition, though rather thin at the bottom owing to dry weather in June. The root crop in Prince Edward Island was reported in good condition; potatoes will be a good yield. In British Columbia an average crop is expected, though the dry weather has caused a decline in the estimate made earlier in the season.

The summer crop report of the Nova Scotia government, based on the reports of 144 correspondents, showed an increase in the acreage under hay of 10 per cent, in the acreage under turnips from 5 to 15 per cent, and in the acreage under apple trees from 5 to 10 per cent, compared with 1907, the acreage under oats and grains being about the same. For the first time in many years, injurious frosts were absent. Live stock was in an exceptionally good condition and the dairying branch was prosperous. With regard to the crop outlook the following estimates were given:—

	Upland per cent.	Intervale per cent.	Marsh per cent.
HAY.			
Compared with 1907	112	103	113
Compared with average crop.....	100	93	100
OATS AND GRAINS.			
Compared with 1907		per cent.	
Compared with average.....		94	
		97	
POTATOES AND ROOTS.			
Compared with 1907		Per cent	
Compared with average		100	
		105	

The apple crop in sight for export was estimated at 500,000 barrels with the quality excellent.

Weather conditions throughout the Dominion have been generally favourable for fruit. The outlook for apples was less favourable than a month ago, but an average crop will be gathered in Ontario, and a good crop in Nova

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue, several trades and industries throughout the Dominion. This table has reference only to the amount of employment headings in the *Gazette*. In tabulating the information in question, the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural operations.	Fishing.	Lumbering (including saw-milling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
<i>Nova Scotia</i> —							
Sydney.....	Active	Active	.....	Very busy	Active	.....	Active
Westville.....	Busy	.....	Quiet	Busy	Quiet	.....	Active
Halifax.....	Busy	Busy	.....	.....	Active	.....	Quiet
Amherst.....	Busy	Busy	Dull	Busy	Quiet	.....	Dull
<i>Prince Edward Island</i> —							
Charlottetown.....	Busy	Busy	.....	.....	Active	.....	Active
<i>New Brunswick</i> —							
Moncton.....	Busy	.....	.....	Active	Active	Very busy	Active
St. John.....	Active	Busy	.....	Active	Active	Busy	Active
Newcastle.....	.....	.....	.....	.....	.....	.....	Active
<i>Quebec</i> —							
Quebec.....	Active	.....	Active	.....	Dull	Busy	Quiet
Sherbrooke.....	Active	.....	.....	Busy	Active	.....	Active
Three Rivers.....	Busy	Dull	Busy	.....	Active	Active	Very busy
St. Hyacinthe.....	Busy	.....	.....	.....	Active	.....	Quiet
Maisonneuve.....	Busy	.....	.....	.....	Quiet	.....	Quiet
Montreal.....	Active	.....	.....	.....	Quiet	.....	Dull
Hull.....	Active	.....	Busy	.....	Busy	.....	Active
<i>Ontario</i> —							
Ottawa.....	Active	.....	Quiet	.....	Active	.....	Active
Kingston.....	Busy	Quiet	Quiet	.....	Active	.....	Active
Belleville.....	Active	Quiet	Active	Active	.....	Active	Active
Peterborough.....	Busy	.....	Active	Quiet	Active	.....	Active
Toronto.....	Busy	.....	.....	.....	Quiet	.....	Active
Niagara Falls.....	Busy	.....	.....	.....	Active	.....	Quiet
St. Catharines.....	Busy	.....	.....	.....	Quiet	.....	Quiet
Hamilton.....	Busy	.....	.....	.....	Quiet	.....	Active
Brantford.....	Busy	.....	.....	.....	Quiet	Quiet	Active
Guelph.....	Busy	.....	.....	.....	Quiet	.....	Active
Berlin.....	Busy	.....	.....	.....	Quiet	.....	Active
Woodstock.....	Busy	.....	.....	.....	Quiet	.....	Active
Stratford.....	Active	.....	.....	.....	Active	.....	Active
London.....	Busy	.....	.....	.....	Quiet	.....	Quiet
St. Thomas.....	Busy	.....	.....	.....	Active	.....	Active
Chatham.....	Busy	.....	.....	.....	Dull	.....	Dull
Windsor.....	Busy	.....	.....	.....	Active	.....	Active
Sault Ste. Marie.....	Active	.....	Active	.....	Active	.....	Quiet
Port Arthur and Fort William.....	Active	Busy	Busy	Active	Active	Busy	Active
<i>Manitoba</i> —							
Winnipeg.....	Busy	.....	Quiet	.....	Quiet	Busy	Dull
Brandon.....	Busy	.....	.....	.....	Quiet	Busy	Quiet
<i>Saskatchewan</i> —							
Regina.....	Busy	.....	.....	.....	.....	.....	Active
Moosejaw.....	Busy	.....	.....	.....	Quiet	Busy	Dull
<i>Alberta</i> —							
Calgary.....	Very busy	.....	.....	Quiet	Quiet	.....	Dull
Edmonton.....	Busy	.....	Busy	.....	.....	Busy	Quiet
Lethbridge.....	Busy	.....	.....	Active	.....	Busy	Quiet
<i>British Columbia</i> —							
Nelson.....	Busy	.....	Dull	Active	.....	.....	Active
New Westminster.....	Active	Quiet	Quiet	.....	.....	.....	Active
Vancouver.....	Active	.....	Dull	.....	.....	.....	Quiet
Victoria.....	Active	Dull	.....	.....	Quiet	.....	Dull
Nanaimo.....	Active	Dull	Very dull	Quiet	Quiet	Active	Active

CANADA DURING THE MONTH OF JULY, 1908.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken of wage changes; trade disputes and kindred phenomena are treated under separate order indicating in each the degree to which general conditions were favourable or unfavourable, as follows: (1) active.

[illegible]

Scotia and British Columbia. Pears will be a medium crop, but peaches will be above the average. Grapes promise a full crop. Prospects for apples in the foreign market, and for fruit generally, are particularly good.

The first issue of the "Census and Statistics Monthly", published by the Department of Agriculture, Canada, appeared during July and contained as a leading article a report on the condition of field crops and live-stock throughout Canada at the end of June. The following statistics of crops for the Dominion, exclusive of British Columbia, are given:—

Field Crops.	Per cent of standard condition.	Acres in Crops.	
		1908	1907
Wheat.....	83	6,512,965	6,063,718
Oats.....	90	7,942,943	7,405,509
Barley.....	85	1,746,911	1,736,779
Rye.....	80	99,739	109,140
Peas.....	82	413,082	403,500
Beans.....	74	60,213	65,407
Mixed grains....	84	583,225	603,846
Hay and clover..	86	8,209,562	7,726,335

The statistics of condition and number of live stock are shown as follows.

Live Stock.	Per cent. of standard condition.	Number of Animals.	
		1908	1907
Horses.....	96	2,115,867	1,923,090
Milch cows....	96	2,916,506	2,737,462
Other cattle....	86	4,632,599	4,394,354
Sheep.....	82	2,825,604	2,783,219
Swine.....	85	3,365,375	3,445,282

The average standard of condition is high for all kinds of live stock, in particular for horses and milch cows, and for each kind except swine there is an increase of number

The Honey Exchange of the Ontario Bee-Keepers' Association reported the general outlook better than in 1907. A medium crop is expected and prices are high.

The Department of Agriculture of Ontario is collecting information with reference to farms for sale in the province. It is proposed to issue pamphlets compiling this information for the use of intending purchasers, whether Canadians or immigrants. The Department will not act as agent for the sale of farms, the object of the arrangement being to assist persons desiring farms of a specified class and in a particular neighbourhood.

Fishing.

Catches were fair in the Martime provinces, though a slight falling off compared with the previous month was noted, and deliveries at Halifax, N. S., were somewhat light. The lobster season closed with a fair catch, and the high prices prevailing will increase the value of the output as compared with that of the preceding year.

Some 56 vessels have been engaged in deep sea fishing from Lunenburg, N. S., during the present year; the total catch was estimated at upward of 42,000 quintals, an increase of over 50% compared with that of 1907. The returns were estimated at \$100,000 in 1907, and will probably reach double that amount in the present year, improvements in the method of curing having increased the value of the catch.

The Commission appointed by the Dominion Government to inquire into the decline in shad fishing held a number of sessions in the Maritime Provinces during July.

Some good catches of spring salmon were made in British Columbia, but the run of sock-eyes has been very light.

By a recent decision of the Government of British Columbia, boat pullers' licenses are not being issued to aliens. As a result, a large number of Asiatics have been unable to engage in fishing this year on the Fraser and other rivers.

The annual report of the British Columbia Packers' Association showed that twelve canneries and one cold storage plant were operated last year. Only ten canneries will be operated during the present year. The total pack of Fraser sock-eyes last year was less than 60,000 cases; the aggregate pack from all packs was 139,805 cases of canned salmon, 180 tons of mildly cured salmon and 2,783,973 pounds of frozen salmon and halibut. Cheaper varieties of salmon formed a large part of the pack. A feature of the report was the statement that the frozen and fresh fish business had grown beyond the capacity of the association's plant. Preparations are being made for a pack of 150,000 cases this year. Stocks are lighter at present than they have been for years.

The Dominion fishing regulations of December 10th, 1907, were amended by Order in Council during July.

Lumbering.

Trade conditions throughout Canada were quiet, with shipments comparatively light and yards in some sections overstocked. Saw mills, however, were for the most part running to full capacity. The outlook in eastern Canada is that a considerably smaller cut will be made than last year, and fewer men sent into the woods during the autumn season. In Ontario, though prices have recently remained firm, no pronounced activity in the lumber camps during the coming winter is expected. Forest fires did considerable damage in Ontario and Quebec during July. In British Columbia, the feature of the month was a reduction in the price of rough lumber and shiplap.

The Ontario government has decided to purchase a plot of ground of 100 acres in area in the county of Norfolk, Ont., to be used for the cultivation of nursery stock. Four other forest nurseries will also be secured.

The Lumbermen's Association of Nova Scotia held a meeting at Liverpool on July 1. In the address of the President the forest lands of the Province were estimated at 9,069 square miles.

The Forestry branch of the Department of the Interior of Canada, which deals with forestry work on lands belonging to the Dominion Government, is at present chiefly engaged along three lines, viz., the protection of forests from fire; the surveying of forest reserves and the estimation of the timber; and the free distribution of seedling trees and cuttings to farmers.

Mining.

Production and shipments continued heavy in the Nova Scotia collieries. The output of the Dominion Coal Company during the first half of 1908 is estimated at 1,094,619 tons, an increase of 170,899 tons over the corresponding period of 1907. In Quebec, asbestos mining continued busy, but mica mining

was dull. The total shipments from the Cobalt, Ont., camp amounted to 1,580 tons of ore from 18 mines during June. There was some improvement in the collieries of Alberta, the Crows Nest Pass and Vancouver Island, though the month could not be characterized as uniformly active. The metalliferous camps of British Columbia, however, had a good month, and shipments showed an increase over those of June. In the Yukon the new method of mining auriferous gravels on the northern creek bottoms was attracting widespread interest. Some 17 dredges, costing about \$140,000 each, are in operation in the Klondyke camp.

Manufacturing.

Though an increase in activity was noted at several points, including Hamilton, and London, Ont., where the number of men employed and the length of working hours were increased, the general action of manufacturers was characterized by caution, with a tendency to manufacture for immediate orders only and not for stock. There was some increase in activity in cotton mills and in iron working establishments, the Dominion Steel Company's plant having worked steadily, but the works of the Lake Superior Corporation at Sault Ste. Marie, Ont., after re-opening and being operated to full capacity for a time, have again closed down.

The Canadian packing industry continued active, many factories running to full capacity. About 18 canning factories were operating in Prince Edward and Hastings counties, Ont.

The first steel vessel built in Nova Scotia was launched at New Glasgow on July 14. The vessel was a three masted schooner of about 490 tons.

Railway Construction, Etc.

The month was a busy one throughout Canada, men for railway construction being in active demand in some localities. In connection with the National Transcontinental line good progress was reported in New Brunswick and Quebec; in western Canada the line is now com-

plete for 675 miles west of Winnipeg, Man., and it is expected to reach Edmonton, Alta., by the middle of November. West of Edmonton about 2,000 men are working on the Edmonton Wolf River section of 119 miles, the first 70 miles of which will probably be finished by the end of the year. From Prince Rupert eastward about 700 men were reported to be working on the section under construction.

During July, tenders, to be opened at 12 noon on Thursday, August 20, were called for by the Commissioners of the National Transcontinental Railway for the construction of the following sections:—

(1) District 'C'.—From a point designated on the plans of the Commissioners near Weymontachene, in the province of Quebec, 196.38 miles west of the north abutment of the Quebec bridge, (such point being on the boundary between Districts 'C' and 'D') westerly for a distance of about 107 miles. Date of completion, 31st December, 1910.

(2) District 'C'.—From a point designated on the plans of the Commissioners, about 107 miles west of Weymontachene, in the province of Quebec, westerly to the end of the Grand Trunk Pacific Railway Company's contract, a distance of about 114.97 miles. Date of completion, 31st December, 1910.

(3) Districts 'D' and 'E'.—From a point designated on the plans of the Commissioners, being at the western end of Fauquier Bros.' Abitibi contract, in the Province of Ontario, in a westerly direction for a distance of about 104.24 miles. Date of completion, 31st December, 1910.

(4) District 'E'.—From a point designated on the plans of the Commissioners, about sixty miles west of the easterly boundary of district 'E,' in the Province of Ontario, easterly to the end of Fauquier Bros.' contract, north of Lake Nepigon, a distance of about 100 miles. Date of completion, 31st December, 1910.

(5) Districts 'E' and 'F'.—From a point designated on the plans of the Commissioners, at the western end of Fauquier Bros.' contract, north of Lake Nepigon, in the Province of Ontario, westerly to a point at or near Dog Lake, a distance of about 126 miles. Date of completion, 1st September, 1910.

(6) District 'F'.—From a point designated on the plans of the Commissioners at or near Dog Lake, in the province of Ontario, to a point at or about mile 2.6 west of what is known as Peninsula Crossing, by alternative routes as shown on the plans, a distance of about 23.76 miles by the northerly route, and 24.13 miles by the southerly route, the selection of the route to be at the option of the Commissioners. Date of completion, 1st September, 1909.

On the Goose Lake extension of the Canadian Northern Railway from Saskatoon to Calgary, from 50 to 75 miles will be completed this fall. The Brandon and Regina line is nearing completion and an extension from Prince Albert to Battleford, along the north bank of the Saskatoon will be built shortly, together with an extension of the Thunder Hill

line and of the Rossburn line from the Manitoba boundary.

A report of the survey of the proposed Ottawa and Georgian Bay Canal was presented to the House of Commons. It is estimated that the cost of construction of a 22 feet canal would cost from \$94,000,000 to \$100,000,000. The route would be 440 miles long, and would develop a million horse power. Of this route 410 miles is river and lake navigation. The survey has been in progress for four sessions.

The Cornwall canal was re-opened for traffic on July 9.

General Transport.

There was a considerable increase in railway traffic during July, and staffs in railway shops were largely augmented. At Montreal, Que., and Stratford, Ont., the Grand Trunk Railway shops were put on full time, and the staff of the Angus Canadian Pacific Railway shops was largely increased and the hours extended. At St. Thomas, and London, Ont., also there was an increase in this class of employment. A number of locomotive building establishments also became active. Train crews were in greater demand than in June. Railway earnings were less than in 1907, but on the whole larger than in 1906, and were gradually improving.

In connection with the work of forwarding the western grain crop of the present year and the expected increase in wholesale orders from eastern manufacturing and distributing establishments, extensive preparations were under way by the Canadian Pacific Railway and other railway companies. Rolling stock has been considerably increased. About 70 locomotives have already been delivered to the Grand Trunk Pacific Railway Company west of Winnipeg, and it is expected that 100 locomotives will be engaged in the grain carrying business during the present autumn. About 500 grain cars have also been distributed already along the line west of Winnipeg. The management of the Canadian Northern Railway Company estimated that the railway would be able to move

24,000,000 bushels. The opinion prevailing among railway officials in western Canada was that there would be no grain blockade during the present year.

The 6th annual report of the Temiskaming and Northern Ontario Railway Commission for the year 1907, issued during July, shows that 139 lines of railway were under operation. The number of locomotives in operation was 18; total receipts were \$544,018 and total expenditures \$362,492. The number of passengers carried was 518,678, against 359,861 in 1906, and the number of tons of freight carried was 393,589 against 273,-

749 in 1906. It was stated that the Government would complete the construction of the line north west before other extensions were made.

It was stated that up to the middle of July 8,000,000 bushels of grain had been shipped from Montreal since the opening of navigation, compared with 2,000,000 bushels from New York. General traffic at this port has exceeded that of 1907.

Traffic through the Sault Ste. Marie, Ont., canals since the opening of the season has been as follows:—

TRAFFIC THROUGH SAULT STE. MARIE CANALS.

	U. S. Canal.	Can. Canal.	Total.
<i>April:</i>			
Net tons, East bound.....	55,113	11,172	66,285
Freight, West bound.....	21,077	19,696	40,773
Total.....	76,190	30,868	1,070 58
Vessel passages.....	39	95	134
Registered tonnage, net.....	51,188	85,208	136,396
Passengers, East bound.....	12	2	14
Passengers, West bound.....	21	87	108
<i>May:</i>			
Net tons, East bound.....	625,647	357,381	983,028
Freight, West bound.....	407,469	170,587	578,056
Total.....	1,033,116	527,968	1,561,084
Vessel passages.....	702	507	1,209
Net tonnage.....	820,072	4,212 84	1,241,356
Passengers, East bound.....	581	458	1,039
Passengers, West bound.....	328	889	1,217
<i>June:</i>			
Net tons, East bound.....	2,277,523	610,673	2,888,196
Freight, West bound.....	1,068,276	377,711	1,445,987
Total.....	3,345,799	988,384	4,334,183
Vessel passages.....	1,264	688	1,952
Registered tonnage, net.....	2,445,375	952,813	3,398,188
Passengers, West bound.....	1,430	2,054	3,484
Passengers, East bound.....	1,754	1,245	2,966

The Trades.

Building.—Conditions were more active than in the preceding month, but a number of employees in different branches were slack at certain points. Building permits issued in Toronto during the first months of 1908 showed a value of 4,106,650 less than those issued during the corresponding period of 1907. Permits issued in Toronto, Hamilton, Winnipeg, Halifax and

Vancouver during June showed a decline of 29% compared with June, 1907. At Vancouver, B. C., however, the amount of building in progress is greater than last year.

Metal and woodworking.—Some improvement in conditions was reported and the month on the whole was a fair one.

Printing.—Favourable reports were received from most localities.

Clothing.—Tailors were fairly active, but garment workers were somewhat quiet. Boot and shoe workers had a fair month.

Leather.—Quietness prevailed.

Food and tobacco preparation.—The month was more active than June. Bakers and ice-handlers were busy. Millers were somewhat quiet.

Miscellaneous.—Barbers, clerks, hotel and restaurant employees had a busy month. Tourist traffic, however, has been somewhat lighter than last year.

Unskilled labour.—A surplus of men for light work continued at several points, but the railway construction camps and harvest fields absorbed a large number, and there was a scarcity of experienced help in some localities.

Canadian Trades and Revenue.

Foreign trade.—During June, 1908, the total value of imports entered for consumption was \$25,294,814 compared with \$34,103,585 in June, 1907. The total value of imports entered for consumption for the three months ending June 30, 1908, was \$68,921,107 compared with \$97,246,112 during the corresponding period of 1907. The total value of domestic exports during June, 1908, amounted to \$19,887,476 compared with \$19,309,851 in June, 1907. The total value of domestic exports during the three months ended June 30, 1908, amounted to \$44,088,776, compared with \$45,966,757 in the corresponding period of 1907. During June, 1908, there were increases in exports of the mine, the fisheries, the forest and animals and their produce, and decreases in agriculture and manufacturers. The grand total of Canadian trade for the month of June, 1908, was \$46,018,303 compared with \$56,068,713 in June, 1907. For the three months ended June, 30, 1908 the grand total of Canadian trade was \$114,870,867 compared with \$56,068,713 in the corresponding period of 1907.

A good market for Canadian flour was reported by the Department of Trade and Commerce, Manchuria, and for Canadian woods, food stuffs and white canvas boots and shoes in Mexico. Direct trade between Canadian pro-

ducers and the manufacturers of Japan is recommended. An opening for Canadian condensed milk, jams and jellies was reported in Japan.

Imperial trade.—There was a strong demand for Canadian cheese and butter in the British market. Canadian fruit packers are requested to exercise care in packing produce for this market. The use of preservatives in canned foods for the British market is deprecated by a special commission appointed to examine into the matter. Openings were reported in Barbadoes for Canadian flour, grain, butter, bacon, oats, bran, bread, biscuits, boots, shoes, nails, canned goods, oak staves, hoops for puncheons and other articles. Canada is now taking over one half of the total natural and manufactured products of Barbadoes. A good demand for Canadian cabinet ware, paints, agricultural machinery and implements, locomotives and pianos was reported in Newfoundland. There were inquiries for Canadian grain and Canadian lines from manufacturers' agents in Australasia and prices for good qualities of Canadian oats were very good. Openings for carbide of calcium and for oatmeal were reported in South Africa.

Domestic trade.—General trade continued to show a steady tone throughout Canada during July, though holiday conditions were prevalent in the closing weeks of the month. Collections were fair and the general feeling was one of hopefulness, owing to the good harvests that are promised.

The June bank statement showed a small increase in circulation and credit balances showed a marked improvement. Call loans showed an increase, but public discounts fell off. Total assets were \$926, 017,629 and total liabilities, \$746,744,250. Notes in circulation amounted to \$69,565,460.

The statement of the Dominion Bank for the half year ended June 30, showed a decline in deposits and circulation, but a growth in profits; the sum of \$139,876 was transferred to the reserve fund.

The third annual meeting of the Home Bank of Canada showed that six new branches were opened during the past year; net profits of \$95,411 was declared.

Canadian revenue.—Canadian revenue during July, 1908, amounted to \$6,663,-460.08 compared with \$9,058,590.03 in July, 1907. For the four months ending July, 31, 1908, the total revenue was \$25,502,299.26, compared with \$32,291,-888.61 during the corresponding period of 1907. The total expenditure on capital account during July, 1908, was \$2,684,502.38 compared with \$2,055,-850.16 in July, 1907. The leading items of expenditure during July, 1908, were of Public Works, Railways and Canals, \$2,321,261.26 and bounties \$155,789.75.

Notes.

The annual meeting of the *Maritime Wholesale Grocers' Exchange* was held at Halifax, N. S.

The annual convention of the *Retail Merchants* of the Province of Quebec was held at Joliette, Que.

The second annual convention of the *Western Canada Irrigation Association* will be held at Vernon, B. C., on August 11.

The contract for the construction of the *Legislative buildings* of the province of Saskatchewan has been awarded, the price being \$1,424,150.

In the province of Ontario, the law with reference to the weight of bread went into effect on July 1. (*)

The fifth annual convention of the *Master Painters and Decorators Association of Canada* was held at Galt, Ont., July 28-30. Over 200 master painters from various parts of Canada were present.

The fifth annual convention of the *Associated Boards of Trade of Western Canada* was held at Medicine Hat, Alta. A large part of the discussion was devoted to transportation questions. Re-forestation was also discussed.

Under a judgment of the Ontario Railway and Municipal Board, the operation of *Sunday cars* is permitted in Port Arthur and Fort William, the service being a municipal service, and Sunday cars having been twice approved by the people. It is suggested that an Act as to

the legality of this action of the board be passed by the Legislature next session.

The annual report of the *Hudson Bay Company* showed a falling off in land sales, which amounted to £160,428 in 1907 compared with £258,879 in 1906. Trading profits were £141,594 compared with £197,688 in the preceding year. The decline is attributed to the financial stringency.

The call for the twenty-fourth annual session of the *Trades and Labour Congress of Canada*, to be held at Halifax, N. S., on September 21, was issued during July. It was stated in the call that the outstanding feature of the past year had been the effect of immigration on trade conditions. It was also affirmed that in no other year had the provincial executives such notable events to chronicle. The sixth annual convention of the *National Trades and Labour Congress of Canada* will be held in Quebec, September 15-19. Among subjects to be discussed at the meeting, the following were mentioned: Immigration; Free and compulsory Education; the Industrial Disputes Investigation Act, 1907; and Recent Provincial Legislation.

The eighth quarterly report and balance sheet of the *British Canadian Co-operative Society, Limited*, of Glace Bay, N. S., for the quarter ended July 2, 1908, showed sales amounting to \$6,241.79, an increase of \$1,002.44 over the preceding quarter and of \$1,267.68 over the corresponding quarter of last year. The present membership numbers 101. Share and loan capital now amount to \$3,002.92. The assets are \$5,790.41 and the liabilities \$5,126.22. The balance for the quarter allows a dividend of 10 per cent on members' purchases and of 5 per cent on non-members, purchases, with a balance \$55.13 to be carried over until the next quarter.

The eighth annual convention of the *Union of Canadian Municipalities* was held at Montreal, Que., July 15-17, 1908. The financial report showed receipts during the year of \$3,810 and expenses of \$3,676. Some 46,500 copies of the *Canadian Municipal Journal*, the official organ of the union, were printed during

(*) For statement as to the provisions of this law, see article on Ontario Legislation, 1908, elsewhere in the present issue.

the year. A number of papers were read and reports of provincial municipal unions received. Among the subjects discussed were, city government by boards of control, city government by commission, provincial municipal boards, bill boards and advertising monstrosities, level railway crossings, municipal accounting, treatment of criminals, etc. The next annual meeting will be held at Medicine Hat, Alta.

The 27th Annual Union Meeting of the Canadian divisions of the *International Brotherhood of Locomotive Engineers* and Grand International Auxiliary, was held at Ottawa, July 21-22, there being about 2,800 present. These Union Meetings

are held for social and fraternal purposes and possess no legislative or administrative powers, yet for educational and other reasons the larger part of two days was devoted to a discussion of matters affecting the interest of the Brotherhood and a careful analysis of enactments recently sanctioned by parliament, particularly the Industrial Disputes Investigation Act, 1907, the amendment to the Railway Act re "negligence" and the insurance features of the Brotherhood. Several of the grand officers of the organization were present. The usual civic and other courtesies were extended. The next union meeting will be held at Hamilton, Ont.

II. REPORTS OF LOCAL CORRESPONDENTS.

DURING the month of July, Mr. P. C. Foley was appointed correspondent of the *Labour Gazette* for the city of Edmonton, Alta., and district, in the place of Mr. J. A. Kinney, resigned.

Mr. Thomas E. Harold of Lethbridge, Alta., has been appointed correspondent for the *Labour Gazette*, for the City of Lethbridge, Alta., and district.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were active during July. The leading industries, such as coal mining, iron and steel making, railroading, and shipping, fishing and farming were active. The Sydney factories and foundries, the cement plant, the building and other allied trades were active. Wholesale and retail trades were normal. The collieries of the district continued steadily working. The output of the Dominion Collieries for June was 346,000 tons. One day's output was 15,900 tons. The shipments from International pier were 300,000 tons, the largest month recorded. The July output, but for an accident in No. 2 shaft

affecting two collieries, would have been a record one. The collieries of the N. S. S. & C. Co. were active, and produced an average tonnage. At Sydney No. 2, the colliery lately re-opened, new coal cutting machines were introduced. The Longwall system is being tried at Sydney No. 4.

The Dominion Steel Works were active, all departments moving steadily along. For the purpose of making iron, the coke and blast furnace department of the N. S. S. & C., Co. was started up about the middle of the month. About 200 men were set to work in the iron department. The open hearths will not restart until the present supply of steel is disposed of. Shipping was brisk. Both of the steel companies are putting in the usual supply of iron ore and dolomite for the winter season. The coal fleet of the Dominion Coal Co. is giving good satisfaction at International Pier, but coal shipping at Louisbourg is dull. The N. S. S. & C. Co. has added an improved coal carrier to its fleet. Transportation by rail was not so heavy as in July of last year. The tourist travel through Cape Breton is not so great this summer, owing to financial conditions in the United States.

Sydney Cement works were kept very busy filling large orders.

Chappell Bros. & Co. were busy. Be-

sides their city factory, this firm operates a sawmill on the Sydney River. They employ upwards of 50 men and pay out in wages yearly the sum of \$20,000.

A new gas and whistling buoy was placed in Sydney Harbor off Low Point on the east coast of Cape Breton.

The mining examinations were held for the purpose of granting mining certificates. Out of 100 pupils, eighteen passed for managers, 19 for underground managers and five for overmen. During the winter the mining classes were graded and put under competent instructors, whose whole time was spent in teaching. The result was most satisfactory as the per centage of successful students is large.

Crops in this district are excellent. Copious rains came at the right time, and abundant harvests will be gathered in.

Fishing was fair. Spring herring were plentiful but July herring were scarce. Cod and lobsters were a fair catch.

DISTRICT NOTES.

The seven mile branch of railway connecting the new Dominion collieries with the Sydney at Louisbourg Railway will be completed late in August. Twenty thousand tons of coal are lying at No. 12 colliery and will be loaded when the railway is finished. Heavy machinery will be rushed in to be permanently placed at the new collieries. The various skilled trades were active during July.

WESTVILLE, N.S., AND DISTRICT.

Mr. Thos. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The coal output in this district was steady for the month of June, with about the same number of tons as was raised in June, 1907. Owing to the depression in the iron industries, there has been a stoppage in the making of coke and a considerable quantity of slack coal to be stocked at the mines. The Drummond Colliery have had a few idle days during the month for the want

of cars. The coal steamer carrying coal to the Montreal market for the above company has taken two or three cargoes from the Acadia Company's shipping pier during the month to assist the Acadia Company to complete an old contract for the G. T. R.

All classes of labour in the several industries were quiet. No general unrest prevailed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy getting in their hay crop, which according to reports is considerably better than for some years previous.

Lumbering.—Trade was quiet.

Manufacturing.—The Sutherland Rifle Sight Co. is busily engaged. The firm of J. Matthason & Co., New Glasgow, has built and launched a steel vessel, which is considered to be the first steel ship built in Nova Scotia, as much as possible of her was built of native product and with Nova Scotia labour.

Mining.—The output in this district for June was some 53,000 tons.

The fire brick plant at the Drummond Colliery which has been idle or nearly so has started operations again and some ten or twelve men are employed getting out clay. The company is also putting down a number of holes and trial pits prospecting for a seam of coal which has been struck at the outcrop and is overlaying what is now known as the main seam.

CONDITION OF PARTICULAR TRADES.

Employment in the various skilled trades was steady. Unskilled labour was quiet.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market in July has not been as active

as in the corresponding month of 1907. Building operations remained about the same as during June. Progress has been made on smaller contracts, such as residences, the new concrete stables for the city, repairing contracts, etc., but there was inactivity manifested on the larger contracts. Work on the new roundhouse has not been pushed forward. As to work on the new cathedral, with the exception of the stonecutters, very little material advance has been made. An exception to the general condition was the activity exhibited in the construction of the new technical college for the Local Government. It is understood that the contract for the alterations to the post office building has been awarded to a city firm. Work along the waterfront, while showing considerable activity during the early part of the month, became very quiet towards the close. The trouble between the employers and the bricklayers has undergone no material change since last month. A number of bricklayers and masons are idle.

The city school board on July 8, in considering tenders for the erection of two new schools, favored the erection of wooden rather than brick structures. The figures were: Wooden schools 1st, \$70,814, 2nd, \$25,258—total \$96,072. Brick schools 1st, \$84,776, second, \$29,891—total \$114,667. The erection of the schools will be begun as soon as circumstances permit.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Prospects indicate a bountiful harvest—probably the best in years.

Fishing.—Local fishermen have had a fair month; otherwise the market has fallen off since last month.

Manufacturing.—Conditions were not as brisk as last month, one factory closing down to install new plant, while the others showed a slight falling off.

CONDITION OF PARTICULAR TRADES.

Bricklayers, lathers, plasterers, plumbers and masons had a dull month. Carpenters and joiners, painters and

decorators enjoyed a fair month. Stonecutters were busy. Boilermakers were dull. Horseshoers had a fair month. Printers, pressmen and bookbinders had a fairly good month, but were not as well employed as during June. Journey-men tailors also were not as well employed as last month. Unskilled labour was duller than usual. Other lines were about the same as last month.

AMHERST, N. S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during the past month has been very quiet. The local supply of labour was greater than the demand. In the Rhodes Curry Co.'s establishment a number of men were laid off indefinitely, and it is uncertain when employment will be again given to them. Building operations will fall far short of last year, and the outlook is not very encouraging, although a number of our manufacturers reported that orders were increasing, and that there will be no further reductions made in the number of hands. On the whole, the various industries have stood the strain well, and the general output will be nearly as great as last year. The Malleable Iron Company, however, was compelled to close temporarily for want of orders. The company, however, expects to resume operations in a few months.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farming operations have been exceedingly busy during the past month, and the outlook for a good crop is excellent. Hay making has been somewhat retarded by wet weather, but during the past few days conditions have been ideal, and the reports from all over the country show that the hay crop will be much better than in previous years. There is the usual complaint of scarcity of farm labourers. Prices for farm produce continue high.

Fishing.—The lobster season closed on the fifteenth. The packers reported that the season is the best in the past decade. Enormous catches of mackerel and herring are also reported, and the fish command a good price.

Lumbering.—Conditions were very dull, with operations limited, prices low, and little lumber being shipped.

Manufacturing.—Conditions were not so active as this time last year. All the industries are operating, but some have reduced their help. The Robb Engineering Company has increased the hours of labour to five and a half days a week. During the earlier part of the summer, the company only worked four days a week. The company reports business on the increase.

Mining.—Conditions were not so brisk as last month, but July is generally an off month in the collieries. They have had no permanent set back, and normal conditions will be resumed at an early date. There has been no reduction in the working staff, and some more miners could find employment.

CONDITION OF PARTICULAR TRADES.

Business was dull in all branches of the building trades. Wages have fallen from ten to twenty per cent. during the past two months. The metal trades were fairly active, but no additional supply of labour is wanted. Among woodworkers, trade is generally depressed. There are 200 less car builders employed than during the past month. Printers were actively engaged. Among tailors, trade was reported brisk, with small demand for garment makers. Boot and shoe workers were busy, but no additional help is needed. Trunk and bag makers had steady employment. There were many labourers out of employment.

CHARLOTTETOWN, P. E. I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Supply and demand in the labour market were well balanced during July. The

weather for the greater part was favourable for out-door work. In the city, a number of buildings, including the new Bank of Montreal, were under construction, and considerable work was done on the railway water front. In Summerside, the installation of the waterworks and sewerage system gave employment to a number of men. The prospects of good crops gave a healthy tone to trade, and business, wholesale and retail, was good.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The end of the month saw hay-making well under way throughout the province, and the crop will be above the average. The closing down of the lobster factories about the middle of the month released a supply of labour that can be employed by the farmers.

Fishing.—The lobster season, for the greater part of the Island, closed on the 10th. The value of the output will be about the same as last year; the catch will fall a little short of last year, but this will be offset by increased prices.

Manufacturing.—The few factories in this province, where agriculture is the main industry, were conducted under normal conditions.

Railroad construction and employment.—Work was in full progress on the railway wharves at Georgetown and Souris, with the demand for labour somewhat in excess of the supply.

CONDITION OF PARTICULAR TRADES.

The various skilled trades were active. The supply of unskilled labour was about equal to the demand.

MONCTON, N. B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The active conditions which characterized the labour market during June showed a steady improvement throughout July, and considerably exceeded the cor-

responding month of 1907. All lines of labour, from the skilled craftsman to the ordinary labourer, were in good demand and fairly well balanced with supply. Building in both city and suburbs is very active, and there are at present in various stages of construction a bank (freestone), a church, about 50 residences, a number of shops and outbuildings, and many additions and repairs. The location of the I. C. R. shops in the west end, and the growth of the city that way, calls for large extensions of street, water and sewer service, requiring many labourers. At the new I. C. R. shops, about 600 men are employed; 4 shops are finished, and the work of interior fittings and the setting up of machinery is going on. The stores, building and power house are also nearly completed, while the locomotive shop has the structural iron work complete and about one-third of the walls and roof done. All local factories and industries were in operation, and some were rushed. The Shepody Navigation Co. reported trade good. Collections were fair, retail trade excellent and wholesale trade normal. Rents remain high. Real estate is firm and fairly active. Houses are much sought after. Some dealers retail milk at 6c., others at 7c. a quart. Bread is 8c. per loaf. One dry goods firm conceded the Wednesday half-holiday privilege to its employees. No other change in wages or hours of labour were noted. The labour market appears free from unrest, with relations cordial between employers and employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Drouth during the first half of the month considerably affected the upland hay and early grain crops. The last half of the month was very favourable for growth. Grain and potatoes promise well, also fruit. Hay is up to the average. Farmers were very busy, with farm help scarce. Wages vary according to capability from \$1.00 to \$1.50 per diem, with board. Cheese and butter factories were active and well patronized. Dairy butter is 20c., creamery 24c. Beef is scarce. Agricultural implement agents reported sales of machinery good, and in excess of last year.

Mining.—Negotiations for the sale of the N. B. Petroleum Co.'s wells and works at Memramcook to an English syndicate are in progress.

Railroad construction and employment. Much repair work on the I. C. R. is being done, and also a large amount of double tracking, bridge and station work. Some 250 men are at work double tracking from Moncton to Painsec, at wages of \$1.50 per diem. Seven steam shovels and about 350 men are at work upon the Moncton end of the Moncton-Chipman section of the G. T. P., excavating, filling and grading. Construction work upon the International Railway is also being rapidly pushed and a large force of men employed.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers were quiet, but masons, carpenters of all grades and plasterers were very active. Painters and decorators were rushed and in demand. Plumbers were active, also stonecutters. Builders' labourers were steadily employed and in good demand.

Metal, engineering and shipbuilding.—The various trades reported a good month with conditions up to the average.

Woodworking and furnishing.—Factory woodworkers were actively employed, upholsterers, varnishers and polishers were fair, carriage makers quiet, carmen busy, and barrel factory employees active.

Printing.—Active conditions prevailed. Job and newspaper men were very busy.

Clothing.—Journeymen tailors were in demand. Garment workers, milliners and apprentices were well employed.

Food and tobacco preparation.—Bakers were very active, three bakeries being operated. The biscuit factory is well supplied with orders.

Leather trades.—Quiet conditions prevailed.

Miscellaneous.—Barbers were in fair demand. Clerks and stenographers had steady work. Hotel, restaurant and theatre employees were very busy, with laundry workers rushed.

Transport.—Passenger traffic was very heavy and considerably in excess of last season's for July, causing a good demand

for railway crews. Railroad trackmen were also very busy, with increased staffs. Carters, teamsters and expressmen were active.

Unskilled labour.—Apart from a small percentage of floating labour, few unemployed were found. Slackness in labour circles elsewhere increased the sources of supply, which has so far proved sufficient to meet the demands occasioned by the large industrial operations now in progress here.

NEWCASTLE, N. B., AND DISTRICT.

Mr. James Falconer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The principle employment here is in the lumber mills. The supply of labour is at present greater than the demand. Wages are not so high as last year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—This industry is not carried on to any extent in this section of the Province, although there is good soil and excellent markets.

Fishing.—Fishing is a failure this season. Salmon are very scarce.

Lumbering.—Business was rather dull owing to the decreased demand for sawn lumber.

Railroad construction.—The link between Indiantown and Blackville on the I. C. R. will soon be completed. Trains will soon be run into the town of Chatham.

ST. JOHN, N. B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was inactive during the month of July. The building trades were only fairly well employed, as no buildings of consequence are being erected.

The return of winter port rates from November 22, 1907, to May 2, 1908, show that the revenue derived during the past winter surpassed that of 1906-7 by over 33 1-3 per cent. The totals are:—1906-7, \$21,616.87; 1907-8, \$33,895.57. The value of merchandise shipped through the port of St. John to the United States for the quarter ending June 30, 1908, amounted to \$340,208.17, and the value of American laths, lumber and shingles was \$293,126.01, making a grand total of \$633,334.18, a decrease of \$132,890.06 as compared with the quarter ending June 30, 1907.

Bank clearings for the four weeks ending July 23 were \$4,905,335, and for the corresponding period last year \$5,531,239, being \$278,864 less in 1908 than in 1907, and \$263,390 less than for the four weeks ending June 25 of the current year.

A case under the Alien Labour Act was taken up in the police court July 17, when Henry J. Hardy was charged by John M. Thompson with importing alien labourers into Canada for the Telegraph and Times Publishing Companies. After two sessions of the police court, a further hearing was postponed until July 24, and the latter date was still further postponed until July 31. Hardy was admitted to bail, himself in \$1,000 and his counsel in \$500.

Twenty-five Italians who arrived on the steamer "Governor Cobb," July 3, to work on the Grand Trunk Pacific railway construction in New Brunswick, were not allowed to land by the Canadian immigration agent, and were taken back to Boston the following day, as undesirable immigrants.

The rate of taxation for the year has been fixed by the assessors at \$1.86 on the \$100, a reduction of 7 cents from the rate of last year.

The Factory Inspector returned recently from the Upper St. John and Tobique. The mills and factories were found in good order, with business excellent and crops fine.

The Board of Fire Underwriters, at a meeting held July 13, decided to reduce the rate twenty-five cents on the \$100 insurance.

The provincial government has made a new arrangement whereby a saving of 40 per cent or upwards in the cost of school books to the people will be made.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Reports from Carleton County say that hay is progressing finely, but the scarcity of help is a handicap. Good men are demanding \$2 a day and board, while boys of sixteen earn \$1.50 and board. New potatoes are arriving in the city more plentifully, and the best lots brought \$1.40 per bushel wholesale.

Fishing.—During the month, of June 200,000 salmon fry were deposited in the Magaguadavic river by officials connected with the Marine and Fisheries Department.

Lumbering.—The St. John River Log Driving Company, up to the first of July, had rafted 32,629,473 superficial feet of logs. Of this number, 27,687,497 feet were rafted at the booms, and 4,941,976 feet were rafted along the river and brought into Springhill. The average contents per joint at the booms was 30.5 pieces, containing 2,159 feet, with 70.69 superficial feet the average contents per piece. At Springhill, the average contents of pieces per joint was 40.9, with 3,985 feet the average contents of the joints, while the average contents of the logs was 97.35 superficial feet. The provincial government has passed an order-in-council making some changes in the slumpage rates on logs cut on crown land. The rates on fir, hemlock and hardwood logs were all placed at \$1.25 per thousand feet, the former rates being: Fir, 80 cents; hemlock, 40 cents; and hardwood logs, 80 cents. The stumpage rate of railway ties was increased from 2½ to 5 cents each, and it was ordered that no white pine should be cut for use as railway ties. Considerable damage was done by forest fires to property between Grand Bay and South Bay. The property of between thirty and forty persons was burned over by the fire, which swept a total area of between 600 and 700 acres.

Mining.—The manager of the copper mines, covering an area of 1,280 acres at Letete, near St. George, Charlotte County states, they have now several thousand

tons of ore mined, and according to certificates of analysis from state assayers in Massachusetts, the average showed by the vein is highly favourable. One assay showed 34.4 per cent., and another 34 per cent. The ore is "chalcopyrite."

CONDITION OF PARTICULAR TRADES.

Activity prevailed in the building trades, except among builders' labourers, who were dull. Shingle weavers were dull; otherwise, woodworkers were active, as were the various branches of the metal trades. Printers, tailors, bakers cigarmakers, broom and brush makers and railway employees had a good month. Steamboatmen were active and street railway employees busy, but ship labourers and unskilled labourers were quiet.

QUEBEC, QUE., AND DISTRICT.

Messrs. P. J. Jobin, and Ed. Little, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The leading factor affecting the labour market during July was the Tercentenary celebration held during the third and fourth weeks of the month. Holidays were granted in a number of establishments, ranging from a day to a fortnight in length. On the other hand, carpenters, painters, decorators and linemen were rendered very busy, while hotel and restaurant employees, cabmen, carters, &c., were working to the limit of their capacity. Conditions on the whole abnormal throughout the month, as a result of the celebration, food and lodging being greatly enhanced in price.

Employees of the Quebec Street Railway Light and Power Company, numbering approximately 240, received an increase in wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. Hay making was, in full progress, with weather conditions favourable and a heavy crop expected.

Manufacturing.—There was considerable loss of time.

CONDITION OF PARTICULAR TRADES.

Except as indicated above, conditions were somewhat quiet in the building trades, especially among bricklayers, masons, lathers, stonecutters, builders' labourers. The iron trades, including foundries, iron workers and boilermakers, were active. The printing and clothing trades were busy, with the exception of boot and shoe workers, who were dull. The food and tobacco preparation and miscellaneous trades were very busy, as were also railway and steamboat employees of various kinds, with the exception of freight-handlers. The supply of unskilled labour exceeded the demand, and ship labourers and longshoremen were also quiet.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was in good demand during July, and all branches of industry were running full time. The machine shops are getting busier, and the help worked full time throughout the month. There has been a good demand for farm labour; wages ran from \$30 to \$35 per month. The E. & T. Fairbanks Company expect to start in about six weeks. The firm of Howard & Cohen, stove manufacturers, of Morrisburg, Ont., are negotiating with the city council with the view of establishing in Sherbrooke. The ratepayers voted favourably on a by-law providing for the borrowing of \$500,000 by the issuing of 4½ per cent 25 year debentures.

The value of exports from the port of Sherbrooke to the United States for the year ending 30th June, 1908, amounted to \$2,037,515.74. The chief items were: Asbestos, \$846,284.80; pulp wood, \$437,79.75; ground pulpwood, \$176,122.76; maple sugar, \$104,235.19; sheep \$61,90.50; copper matte, \$20,399.10; hides, \$48,526.97; chrone, \$68,824; lumber, \$57,113.85; fulminate of mercury, \$42,757.44.

Wholesale trade was better during July than for some time, especially in clothing establishments, where a number of hands that were laid off have been taken on again. A number of the storekeepers that kept open on Monday have decided to close at six o'clock during July and August. There has been no unrest among employees during July.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The hay crop has been secured in good condition, although not so large as anticipated during the first part of the season owing to the dry weather in June. The rains in July, however, benefitted the other crops very materially, and the grain and root crops promise to be above the average.

Manufacturing.—The Paton woollen and worsted mills are running full time; the company has been advertising for weavers.

Mining.—There is a good demand for labour at the asbestos mines in the Central Quebec district.

CONDITION OF PARTICULAR TRADES.

The building trades were well employed. The various machine shops were running full time, and business was active. The woodworking and furnishing trades were fairly active. The printing and allied trades were busy. Journeymen tailors also were busy. Garment workers were quiet, but prospects are bright. Bakers and confectioner's were busy, as were ice cutters and drivers. Cigar makers, were quiet. Railway employees, street railway employees, cabmen and teamsters were active. Unskilled labour was fairly busy.

DISTRICT NOTES.

Rock Island.—Men hiring out for haying were asking \$40 and \$50 a month, which most of the farmers found rather high.

Chrystoile.—The Asbestos Mining & Mfg. Co. has gone into liquidation, and a number of men are out of employment.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent,
reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Since the first of this month the demand for common labour has been greater than the supply, on account of the fire which left an amount of stone brick, iron etc. in the burnt district, which will take a few months to clear away. Several parties have already built stores and wooden sheds. No new industry has been started this month but those in operation have been fairly employed. Exceptional activity prevailed in the local lumber business. Mills preparing and planing lumber are working night and day in order to supply the demand. As usual July has been a quiet month for the wholesale trade, but has been very fair for the retail trade. Since the fire good labourers are getting \$2.00 a day. The month has been entirely free from strikes.

CONDITION OF LOCAL INDUSTRIES.

Agricultures.—Farmers were busy cutting and taking in the hay; although there was not as much of it as in some previous years, it was of a better quality than last year and there was also more of it. Country people in this section are gathering an extra good crop of blueberries and are shipping them to the neighbouring cities.

Fishing.—Conditions were rather dull

Lumbering.—Lumber mills together with the two sash and door factories have been extra busy the whole month.

Manufacturing.—Manufacturers have kept their hands busy this month except the Balcer Glove Co., whose factory was burned and which immediately started the construction of another in a different district of the city.

Railroad construction.—The C. P. R., has still several gangs of men strengthening the bridges in this district, viz:—On the St. Maurice River, on the Ba-

tiscan River and on the St. Anne River at La Pérade, P. Q.

CONDITION OF PARTICULAR TRADES

Three Rivers has never seen before such pronounced activity in building. Every one in these trades being employed. The metal trades are having a fair season. Bicycle and horseshoers were very busy also jewellers and watchmakers. Wood workers, upholsterers, carriage and wagon makers have had all the work they could attend to this month. Every printing shop was burned down in the June fire but they were all temporarily rebuilt and there is a boom in the trade. The clothing trades have been fairly busy. Bakers and confectioners, butchers and meat cutters and ice cutters reported a good month but a number of cigar makers were out of a job as the cigar factory burned recently has not yet resumed work. The leather trades have done a fair business. Barbers have done fairly well. Furriers have not been busy. Many hotel employees have been out of work, the hotels having been destroyed by fire. The steam laundry has done a good business this month. All railroad and steamboat employees were kept busy on account of the Quebec Celebration. Cab drivers, hackmen, carters, teamsters and expressmen were extra busy. There was an extra good demand for unskilled labour.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent,
reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during July showed some improvement over the previous month although activity was not general. There was little idleness, work being more abundant, though the month was much quieter than the corresponding month of last year. The building trades were quiet. Boot and shoe factories only worked five days per week. Sash

and door factories were sufficiently busy to employ all their hands. The organ factory was very active. The leather industry was active, but the demand for insoles and other boot and shoe materials was quiet. The iron trade was more active than in June. The work on the cathedral was being vigorously prosecuted a large staff of men being at work. The biscuit factory was very busy and increased its staff. Cigar factories were fairly busy, Civic employees were engaged finishing one of the main drains. The hydraulic power company, which supplies the city with electric energy and whose works are situated at "Rapid Plat," about six miles out of town, was engaged in improving its lines. The Penman Manufacturing Company had a busy month. The strike which was declared on May 11 in this factory is practically finished, nearly all the old employees having returned to work at the company's conditions and signing an agreement not to form part of any labour union while in the employ of the company. There are a number of the strikers whom the company will not re-employ. The city's finance committee has examined the Ames-Holden Company's books for the last fiscal year and its report shows that the company has paid \$71,814.08 in wages from May 1907 to February 22, 1908, and that 456,969 pairs of footwear have been manufactured. The average number employed was 240. The provincial government is erecting extensive buildings on its property giving employment to many men. Retail trade was more active than in June and the splendid appearance of the crops inspires renewed confidence. Wholesale trade was also better, Bank returns were satisfactory in general, with the exception of the Bank of St. Hyacinthe which suspended payment at the end of June. The principal depositors in this institution were farmers. There were no changes in wages or the hours of labour during July.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Prosperous conditions prevailed. The fine appearance of the crops and the superior quality of fruit

and vegetables offered for sale indicate the satisfactory conditions in this industry. Hay is of a fine quality and very abundant. Farm labour was well employed and additional hands were needed.

CONDITION OF PARTICULAR TRADES.

Building.—There was a slight improvement in these trades, but conditions were not very active. Painters were very busy. Plumbers and stonecutters were fairly well employed.

Metal, engineering and shipbuilding.—Busy conditions were reported among iron workers, moulders, machinists, engineers, boilermakers, blacksmiths and horseshoers.

Woodworking and furnishing.—These trades had a fairly active month.

Printing.—Active conditions prevailed.

Clothing.—Tailors and garment workers had a fair month. Boot and shoe workers were quiet.

Food and tobacco preparation.—Butchers, confectioners and ice drivers were active. Cigar makers had a fair month.

Leather.—Active conditions were reported.

Miscellaneous.—These trades had a busy month.

Transport.—Railway employees, carterers and teamsters had a good month.

Unskilled labour had a good month, there being abundance of work, but the supply was equal to the demand.

DISTRICT NOTES.

St. Johns.—Shipping was more active than in June, 100 vessels having passed through the port during one week alone. These were nearly all freighters running between points in the United States and Quebec. The St. Johns Foundries, Ltd., has rented its premises for a term of three years to a local company which will operate the plant. An agent of the American Hay Company has arrived in St. Johns to make large purchase of hay, which will be shipped by water via the Richelieu river.

Sorel.—The new dredge "Ottawa" built at Toronto was brought to the St. Joseph dock to be completed. Dredge

No. 3, "Aberdeen", which works at Cap à la Roche, was towed to the Marine Department yards for repair.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was a marked improvement in the labour market during July. The best illustration was the re-engagement by the Canadian Pacific Railway Company of hundreds of its employees in the Angus shops, who had been laid off a few months ago on account of lack of work. In the locomotive works and in the Montreal Steel Works, also, there was a renewal of activity.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers reported that crops will be excellent, the hay crop being particularly good. The fruit crop will also be good. High prices are being paid for all farm produce in the city.

CONDITION OF PARTICULAR TRADES.

Building.—Fairly active conditions were reported. Bricklayers, masons, stonecutters, plumbers and steamfitters were well employed, but carpenters, joiners, painters, electrical workers, etc., were quiet, there being a large number of unemployed men.

Metal engineering and shipbuilding.—Iron moulders, machinists and steam engineers were fairly well employed.

Woodworking and furnishing.—Dull conditions prevailed.

Printing.—These trades were not active.

Clothing.—Tailors and garment workers were active; boot and shoe workers had fair employment.

Transport.—Owing to the increased number of ships in port, very active conditions prevailed.

DISTRICT NOTES.

St. Louis de Mile End.—Judging from a report of the building inspector, it was anticipated that the total capital invested this year in building operations will equal that of last year, when the amount was \$1,478,000. Permits issued so far this year represent about \$750,000 in value. The monthly returns were as follows:—

Month.	No. for Dwellings.	No. for Shops.	Value.
January.....	7	2	\$ 20,195
February and March.....	28	3	50,080
April.....	96	4	133,350
May.....	102	2	211,000
June.....	109	4	177,625

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

One hundred and twenty-seven permits for new buildings were granted during the month of June, valued at \$416,080, while during the same month last year, 184 permits were granted amounting to \$864,266 or nearly double. Permits for repairs during June of the present year numbered 64 with a value of \$143,892 and in June 1907 they numbered 50 valued at \$115,130.

Since the opening of navigation this year the receipts of the Harbour Commissioners were \$90,717 as against \$76,677 for last year, or an increase of \$14,033. The number of vessels entering the port this year was 246 with a total tonnage of 655,155 compared with 218 with a tonnage of 575,688 or an increase of 18 vessels and a tonnage of 79,487.

CONDITION OF PARTICULAR TRADES.

Building.—Lathers and plasterers were active; Bricklayers, masons, carpenters, joiners, painters, plumbers, gas

and steamfitters were busy. Stonecutters and builders' labourers had a fair month.

Metal, engineering and shipbuilding.—Electrical workers and horseshoers had a busy month; linemen and shipbuilders were active. The other branches were quiet.

Woodworking and furnishing.—Shingle weavers were active; carriage makers were busy; the other lines were quiet.

Printing.—Busy conditions prevailed.

Clothing.—These trades were dull.

Food and tobacco preparation.—Bakers, confectioners, butchers, ice-handlers and meat cutters were active. Cigar makers and tobacco workers were quiet.

Leather.—Dullness was reported.

Miscellaneous.—Laundry workers were busy; other branches were quiet.

Transport.—Ship labourers, longshoremen, street railway employees, cab drivers, etc., were active. Teamsters were busy.

Unskilled labour was fairly active.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferrière, correspondent, reported as follows:—

GENERAL CONDITIONS OF THE LABOUR MARKET.

July was a busier month than June, although quietness prevailed among painters. Otherwise, everyone was employed and factories were working full time. There was marked activity in the shipment of lumber owing to the revival of activity in the route via the Rideau Canal to Oswego. Several American barges and canal boats were loading at local yards, and some of the lighter Ottawa barges were also engaged in this service. A contract was awarded by the corporation of the city of Hull for certain water works excavations to the amount of \$4,000, labourers being paid 17 cents per hour. On account of the heat which prevailed in the latter part of the month, night was substituted for day work on this contract. Apprehension was felt among shantymen over the decision

reached at a recent meeting of the lumbermen at Toronto to considerably curtail the cut of lumber during the coming winter. This with other indications would mean doubtful prospects for local trade during next winter. After investigation it has been found that retail trade in this city has, generally speaking, decreased about 15 per cent during the past year as compared with the previous year. The assessment roll for 1908-09, just completed, shows a considerable increase both in population, which is now 15,037 of an absolutely stationery character, and in assessment, which is nearing \$7,500,000, or \$185,000 more than last year. There are many buildings under construction. The Ritchie Brothers and others have obtained a federal charter with a capital of \$100,000 to operate the Ritchie Brothers' lumber mill in Aylmer.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Plenty of men were available for common labour and in all the trades during the month of July. The large supply of help caused a tendency to reduce wages, but none of the large employers took advantage of the situation. The city corporation is employing a large staff on waterworks extensions, tar macadam pavements, and concrete sidewalk construction. The weekly pay roll on these works amounts to about \$9,000. Of the \$76,000 appropriated for the Board of Works, only \$50,000 has been spent. The asphalt plant which the city secured this summer has been kept in operation steadily since its installation, six weeks ago, and is found to be a profitable investment, as the rental previously paid was \$100 per day.

The Ottawa Electric Railway Company employed a staff of between 125 and 200 men on track construction and repairs. The wage paid is 17½ cents an hour, and residents and ratepayers of

Ottawa are given preference in the employment. The company reported that floating labour offered itself during the month at 14 cents an hour and lower, but was refused on account of the policy of the company to give city men a chance to earn in the dull time.

Some hiring has been done for the lumber camps, and men are so plentiful that in some cases the wages are not fixed until lumbermen arrive at a conclusion as to what it will be necessary to pay. If the present dullness in the lumber trade continues, the log cut will be much curtailed and few shanty men will be sent up. In view of this, there is already a discrimination in favour of old hands. Several expert logmen and teamsters have been hired at \$28.00 per month, which indicates that shanty wages will be lower than last year.

The farmers of the Ottawa district found it almost as difficult as last year to secure help in the busy haying season, although men were plentiful in the city. Unless extra wages are paid, native labour shows an aversion to go into the country, and there is consequently a fairly brisk demand for recent arrivals from Europe.

Among the trades, where rates were not established, smaller pay is going into effect as the season advances. For instance, carpenters who received the highest wage, 30 cents an hour, in the spring, are now working for 25 cents.

A new International Union was formed comprizing some 200 teamsters of the city. About 50 of the city cabmen joined another new international union. The Builders' Labourers' Union changed its name to affiliate with the International Organization of Hod Carriers.

The Retail Clerks' Association in the City of Ottawa appointed a committee to interview the merchants and storekeepers with a view to securing a rule for six o'clock closing every evening.

The National Carpenters' Union, in order to get a better observance of the Saturday half holiday, adopted a unanimous resolution in favour of charging time and a half for all work done between noon Saturday and 7 o'clock Monday morning.

The Brotherhood of Locomotive Engineers held a union meeting of the Canadian divisions in Ottawa on July 21, 22 and 23, which was attended by 2,800 people, comprizing delegates and their friends.

A new working boys' home is being built for the accommodation of needy boys between the ages of 13 and 18 years. The intention is to charge the boys small rates in proportion to their earnings.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The crops of the Ottawa district were much relieved by the rain which came about the middle of July. Grain fields and the root crop are still backward, but farmers believe that with favourable weather they will thrive. Potatoes became scarce toward the end of the month, selling as high as \$3.00 per bag. The new potatoes were so late in the district that potatoes had to be imported to fill the demand.

Lumbering.—The lumber yards of the Ottawa district have not been so well stocked in many years, owing to the limited shipping. There was a big reduction in the price of lath, as middlemen had to sacrifice stock held over from last year. The large manufacturers considered a curtailment of the mill cut owing to the congested state of their yards but no definite decision has been reached.

Railroad construction.—The Ottawa Electric Railway Company is constructing a line to the Experimental Farm forming a loop around the farm offices and buildings. The company has been given permission also to build a spur line on Cobourg street. The company has offered to build an extension about 10 miles long to the cemeteries, if the city will furnish a free right of way and do the grading.

KINGSTON, ONT., AND DISTRICT

Mr. Wm. Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During the early part of July, the labour market was very dull in the build-

and several other trades, but towards the latter part of the month conditions took a turn for the better, and it is expected that the close of the season of 1908 will be very active. During the month the dome and upper part of the city hall was destroyed by fire, and steps were taken looking to its restoration. The new dome will be constructed of steel and with other repairs will cost about \$20,000; ready plans and specifications are being prepared. Before the fire, considerable money had been expended in renewing the dials on the city hall clock, painting, pointing and otherwise improving the appearance of the civic buildings. Contracts have been awarded for the erection of a new orphanage and novitiate building to be erected at St. Marys-of-the-Lake, King street west, for the Sisters of the House of Province. The buildings will be erected from plans prepared by a local architect, and will be three stories high with a basement, semi-fire-proof with timber eliminated wherever possible, and by a new process of lathing, etc., it will be as near fire and sound proof as possible; the cost is estimated at \$50,000. During the month, the Kingston Milling Company made application to the City Council for the use of the streets for carrying a power line to its flour mills. In view of the fact that the company will probably spend \$20,000 in getting its energy to the mills, it asked for a fifty year franchise of certain streets; after fully discussing the application, the Council decided to offer the company a fifteen year franchise, with the option of a renewal of another fifteen years if agreeable to the city. The power will be transmitted from Kingston Mills. When the company made application three years ago, it was given a perpetual franchise, but the work not having been started within two years, as agreed, the franchise lapsed. The sum of \$9,500 having been set apart for repairing the streets, the work is now going on rapidly. It is hoped that the blocks mapped out for improvement will be completed before the snow flies. Work is also proceeding with the construction of the O'Kill street sewer, which is expected to be completed during August. Collections at the Inland Revenue office for June were

as follows:—Spirits, \$3,624.47; malt, \$1,044; tobacco and cigars, \$4,826.56; bonded factory (vinegar) \$205.50, and other receipts \$262, making a total of \$9,962.62. The tax collector reported that up to June 30 the amount of taxes paid in for 1908 was \$103,000, or \$4,000 more than at the same time last year. The supplementary estimate brought down by the Finance Minister contained the following relative to expenditures at Kingston:—Kingston Military College, new quarters, additional amount, \$45,000 Kingston Post Office, additions to buildings and alterations, \$8,000; Kingston Military buildings, repairs and renewals, \$8,000; Kingston dry dock improvements, \$1,000; Kingston harbour and repairs to landing pier, \$1,000. The sum of \$15,000 will be spent on improvements of the channel of the St. Lawrence river.

In the Thousand Islands, all business places are now open and busy. At the resorts between Clayton and Alexandria Bay a heavy season is expected.

A committee representing the Moral and Social Reform League, composed mostly of city clergymen, attended a meeting of the Trades and Labour Council to explain the aims and objects of the League; they also desired the Council to appoint delegates to the League, and two were appointed.

There were no strikes, lockouts or changes in the rates of wages or hours of labour. It is understood that the tin-smiths' strike, started some time ago, was settled in some cases by the men returning to work under former conditions.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—While the rains which fell in this district during the month did some injury to the hay crop, they were greatly needed, as the ground was becoming very dry. The hay crop turned out better than last year, but not as good as the opening of the season promised. Hired help is not as dear as usual. The good price obtained for cheese and the prospect of continued good pasturage are most encouraging for the dairying branch. While the number of dairy cows is not as large as last year,

the return to the farmers is equally as large, if not larger, than that of 1907.

Fishing.—This industry was somewhat dull, with *lumbering* quiet.

Manufacturing, mining and railroad construction.—Active conditions prevailed.

CONDITION OF PARTICULAR TRADES.

The building trades were more active than last month and expect a busy time for the balance of the season. The metal and engineering trades continued active. Increased activity was caused by the re-opening of the Davis dry dock, after undergoing repairs. Active conditions prevailed in the woodworking and furnishing trades, and the printing trades were busy. While the clothing trades were somewhat quiet, activity prevailed with bakers, butchers, ice-handlers and cigar makers. Tanners and curriers continued busy. Activity was the rule in the miscellaneous trades and transportation, with the exception of barbers, who were somewhat quiet. Unskilled labour on the whole was also somewhat quiet.

DISTRICT NOTES.

People living on the Rideau river, between Kingston and Ottawa, now have an improved mail service, the Post Office Department having given a four year contract to the Rideau Lake Navigation Company to carry the mails during the season of navigation, that is, between May 1 and November 18. This arrangement is appreciated not only by the residents but also by the hundreds of summer visitors.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions in this city and district were not as favourable in July as during the same month last year, and there were a number of idle men, most of

them being labourers. However, the outlook is bright for a busy fall. With the exception of one or two, all the manufacturing establishments were running full time. One large iron industry ran only five days a week, but will begin next month to run full time. The various canning factories employed a large number of hands, both male and female. Large quantities of fruit and peas were canned, the latter being an exceptionally good crop. The Belleville Rolling Mills gave employment to many skilled men, but will close down at the end of this month for the usual stocktaking. Many men, principally masons, bricklayers, carpenters, plumbers and labourers, were employed at the new Government Drill Hall, on which excellent progress is being made. The building of the new separate school gave employment to a large number of masons, carpenters and labourers, while many men were engaged by the city in putting down granolithic walks. Both wholesale and retail dealers reported business up to the average. Transportation by both rail and boat was active, large shipments of cheese being made. There was no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very active. Hay, roots and grains will be an abundant crop, especially hay. The rains came just in time.

Lumbering.—Trade was fairly active in the northern part of the county.

Manufacturing.—Employment was active in nearly all branches.

Mining.—Conditions were active throughout the district.

Railroad construction.—The C. O. R. Co. is extending its road in North Hastings.

CONDITION OF PARTICULAR TRADES.

All branches of the building trades were fairly active, but not as active as during the same month last year. Iron moulders, machinists, electrical workers, brass workers, blacksmiths, boilermakers and horseshoers had an active month, and bicycle workers were fairly active.

Woodworkers, polishers, carriage and wagon makers and coopers were all active, each establishment working full time. Coopers had a very active month. Printers, both newspaper and job as well as machine operators were all employed full time. Bookbinders were busy. Journeymen tailors reported an active month, but boot and shoe makers were quiet. Bakers and confectioners, butchers, ice drivers and cigar makers, harness makers, barbers, clerks, delivery employees, hotel and restaurant employees and laundry workers had a good month. Railroadmen generally reported a dull month many of the men working short time, with the exception of the trackmen. Steamboatmen of all branches had an active month, on passenger boats especially. Cab drivers, hackmen, carters and draymen, teamsters and expressmen were fairly well employed. Unskilled labour had a fairly active month.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. W. J. Johnston, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Industrial progress was on the increase during July, conditions being better than in any previous month this year. The building trade seemed to be on the increase, and business men pronounced trade as good as they expected it to be. Activity prevailed on the new armouries, collegiate institute and the Roman Catholic church. The city is laying down new sewers, sidewalks and watermains. The gas company is also employing a large force of workmen laying new mains and connecting the service with a large number of houses. Transportation companies and banks reported business fair. Wholesale and retail trade was active. Rates of wages and hours of labour remained unchanged, and the labour market was free from unrest of any kind.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work consisted chiefly of harvesting hay and fall wheat, and attending to root crops.

Fishing.—Busy conditions prevailed.

Lumbering.—Activity was the rule.

Mining.—Dullness prevailed.

Railroad construction and employment.—The chief work consisted in section repairing and the laying of new ties.

Manufacturing.—The cordage works were very busy and found it difficult to keep up with orders. J. J. Turner and Sons have been exceptionally active endeavouring to fill orders from outside places for decorating purposes, and large orders for canvas work, a specialty with this firm. The several iron industries, canoe factories, sawmills, grist mills and other industrial concerns were fairly active, employing full staffs in most departments.

CONDITION OF PARTICULAR TRADES.

Activity was the rule in the building, metal, woodworking and furnishing trades, except with iron moulders, brass workers, tool sharpeners and car builders, who found conditions somewhat dull. Printers had a fair month considering the number of holidays. Journeymen tailors and boot and shoe workers were active, but garment workers and hat makers were more or less dull. Bakers and confectioners, butchers and meat cutters, cigar-makers, etc., were active, and ice-handlers busy. Harness and collar makers and employees of customs shops were active, the latter mostly on repair work. Active conditions prevailed in other industries, except that furriers and theatre employees were dull.

DISTRICT NOTES.

The district will have one of the best crops on record. Haying and fall wheat harvesting is over. The root crop is looking exceptionally well. Cheese factories are in full operation and are obtaining good prices. Peterborough and Lindsay cheese boards have sold several hun-

dred boxes of cheese. Market prices are very good, and fairly good markets are being held weekly. General stores and places of industry are all doing an active business. Threshing is in progress in some parts.

Cobourg.—Market quotations were as follows: Butter, 20c. per lb.; eggs, 16c. per doz.; fowl, 90c. to \$1; potatoes, 75c. a bag, and hay \$9 to \$10 per ton.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

While manufacturing during July gave little indication of an improvement in conditions, the month witnessed considerably greater activity in the building trade than prevailed during the earlier part of the season, with increased opportunities for employment. A great deal of civic work such as street paving and sidewalk construction, has also been undertaken. The situation has on the whole improved, and there are fewer men out of work, although in nearly all lines there is still a surplus of labour. The influx of summer travel which is generally, at its height about the latter part of July, and gives a stimulus to many lines of industry, shows a marked falling off as compared with recent years.

Building permits numbering 595, representing an approximate value of \$1,055,405 were issued during June, as compared with 587 permits representing \$1,445,230 in June, 1907. The approximate value of building for which permits were issued for the first six months of 1908 was \$4,913,245, as against \$9,019,895 for the corresponding period last year.

A number of the milk dealers have reduced the price of milk. In one instance it has been reduced from 9 and 8 cents per quart for bottled and unbottled respectively, to 7 and 6 cents respectively.

Two stations have been opened in the poorer districts of the city by Mr. James Acton and others associated in the work

for the distribution of pure pasteurized milk at cost price.

An order has been issued by the Ontario Railway and Municipal Board annexing the northern suburb of Deer Park to the city.

After three years' work, the tunnel under the Bay in connection with the Water Works system was opened on the 14th. When the work of lining the walls is completed the tunnel will be 8 feet wide by 8 feet in height.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy finishing haying, the crop, though a good one being hardly up to expectations. The harvesting of wheat and barley was begun in some localities towards the end of the month, the yield of grain being generally good, but the straw rather light. Pasture is excellent in most neighbourhoods and fruit promises well.

Manufacturing.—Expectations entertained last month as to a resumption of activity have not been realized. Orders have been light, and there is not much disposition to manufacture for stock. The prevalent dullness was accentuated by the heat of the closing days of the month, and many establishments have been working intermittently.

The Elliott Box Manufacturing Co. have secured from the city a site east of the Don River for the erection of a paper mill and factory to cost at least \$22,000 at the outset, increasing to \$100,000 for plant and building in five years.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, lathers and plasterers were generally well employed at the close of the month, but a good many carpenters were out of work. Plumbers, gas and steamfitters were quiet. Painters and decorators had a fair month. About 350 plasterers and 150 plasterers' laborers were idle during the greater part of the month on account of the refusal of the plasterers to accept a reduction of wages from 50c. to 40c. per hour. On the 28th, nearly all of them went back to

work, all but a few of the employers agreeing to pay the old rate of wages.

Metal, engineering and shipbuilding.—Most of these trades had a quiet month. Electrical workers, brass workers and sheet metal workers were fairly well employed, jewelers and silversmiths were dull.

Woodworking.—Box makers, picture frame workers, furniture workers and cabinet makers were fairly active. Piano workers were dull.

Printing.—Printers and bookbinders found trade dull. Lithographers had a fair month.

Clothing.—Custom tailors had very little work. Garment workers were quiet at the outset, but busier towards the latter part of the month, beginning work on fall orders. Boot and shoe workers were quiet.

Food and tobacco preparation.—These trades had as a rule steady employment. Cigar makers were slack.

Leather.—Harness and other leather workers had a quiet month.

Miscellaneous.—Hotel and restaurant employees and barbers were slacker than usual at this season. Clerks and salesmen were also quiet.

Transport.—Railway and street railway employees, expressmen and teamsters had a fair month. Sailors and long-shoremen were active.

Unskilled labour.—While much unskilled labour has been absorbed, the unemployed are still numerous.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

On the whole, labour conditions were more satisfactory in this district in July than in June, but the summer is proving, as expected, a dull one as compared with preceding seasons. The condition of most classes of labour might be described as "quiet". Few were really "dull" and none were really "busy".

The Spirella Corset Company commenced manufacturing in temporary quarters, work having begun on the site of its new factory. More important was the commencement of work on the American Cyanamid, Company's plant, which will cost about half a million dollars to build. The buildings will be of reinforced concrete. Considerable numbers of carpenters, laborers and cement workers were engaged on this job. The Canada Tool Company was incorporated and will build a large factory shortly. The McCleary Basket Company proposes to establish a factory.

Local extensions to pavements, sewers and waterworks are smaller this year than usual. In the Provincial park some brick paving was done, and preparations for the building of the Niagara Boulevard from the Fall to Fort Erie were well advanced. This will cost \$6,000 to \$8,000 per mile and will be about eighteen miles in length. Lake transportation was very dull and railway traffic rather quiet. Business generally was fair.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Much activity prevailed in the fruit growing areas, but labour was more plentiful than it has been for years past. Usually there is an unsatisfied demand for berry pickers, but this year, though more were employed than ever before, there were always more seeking work. Fruit crops are excellent. Vegetables are a good crop.

Manufacturing.—The Niagara Falls Canning Company advertised for one hundred additional hands, and other canneries in the district were very busy. The Sanitary Can Company was employing about sixty persons in the manufacture of enamelled tin cans. The silverware and cutlery factories were running eight hours per day. Other factories were all running and with practically full staffs.

Railroad construction and employment.—No railway construction was going on. Electric lines were busy with passenger traffic. Freight movement on all lines was rather quiet.

Other Industries.—The Canadian Niagara Power Company commenced enlargement of its transforming station to increase the capacity by 12,500 horsepower. There have recently been some interesting developments in the long distance electric power transmission problem. The Toronto Electric Light Company decided to keep its steam plant in working order

the supply of power transmitted from Niagara Falls. This supply was cut off three times in one week. Electric traction and many lighting and manufacturing concerns in Buffalo were crippled for hours by trouble on a transmission line from the Falls. The Canadian Niagara Power Company is building another independent transmission line from the Falls to Buffalo as an additional safe-guard against such interruptions. Contracts were signed by municipalities with the Ontario Hydro-Electric Power Commission for 24,000 horsepower. Two power companies made offers of power to the city of Niagara Falls at \$14 and \$15 per horsepower.

CONDITION OF PARTICULAR TRADES.

The building trades were, on the whole, quiet, the work on two new factories and two new schools and the alterations to enlarge the accommodation of the Collegiate Institute being the chief jobs under way. Carpenters were more active, but masons, bricklayers, painters, plasterers, plumbers and gasfitters were all quiet. Builders' laborers were employed in larger numbers. Metal working establishments were all employing full staffs and running full time. Electrical workers were quiet, though several large contracts were in prospect. The Provincial Park Commissioners gave a contract to the International Railway Company to instal an electric lighting system in the park at a cost of \$10,000, to be completed by September first. Fruit and vegetable canneries throughout the district employed many additional hands,—men, women and children—and will continue to give much employment till October. Retail clerks and office employees found times quiet. Hotel and restaurants were fairly busy,

several large conventions and fraternal gatherings having been held here during the month. Excursion traffic was also very good. Lake transportation was very dull and steamboat men, firemen, and longshoremen were affected. Unskilled labour was fairly well employed.

DISTRICT NOTES.

Chippawa.—The first section of the plant of the British-American Smelting Company is ready for operation.

Bridgeburg.—The Canadian Shipbuilding Company proposes to build a large drydock in connection with its plant here.

Fort Erie.—Considerable building is going on.

Port Colborne.—Only a part of the new cement plant is in operation, the rest being still under trial.

Welland.—New machinery was being installed in one of the flouring mills. Sewer construction gave employment to laborers. Dealers reduced the price of milk to five cents per quart. A tack factory is projected. The dredgebuilding plant was busy despatching a completed dredge and commencing another large one. Thirty men were working in the stove factory. A Wednesday afternoon half-holiday has been agreed upon by merchants.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was little change in the labour market in July compared with June. In a few branches, such as the building trades and manufacturing, employment was still quiet; but labour generally was active, there being no large bodies of workmen out of employment. The canning factories were running to fullest capacity, with a largely increased staff of employees, some of whom were secured from outside sources, as is usual during

the rush season. Owing to the good, and in some cases very heavy, crops, not only of fruits, but of grain, such as oats, barley and corn, the harvest is giving employment to additional farm hands, and there is a demand for such hands at \$1.25 to \$2.00 per day. Business generally, was only fair. The usual Wednesday half-holiday during July and August has been granted to the clerks, etc., benefiting approximately 600 persons.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers and fruit growers were busy harvesting.

Manufacturing.—The Smith saw works, which closed down in the earlier part of the month for three weeks' stock-taking, started up again on the 20th of July.

CONDITION OF PARTICULAR TRADES.

The building, metal, engineering, wood-working and furnishing trades were active, but only fairly so. The allied printing trades were active, and journeymen tailors and boot and shoe workers were busy. Bakers, confectioners, butchers and meat cutters, ice-handlers, cigar-makers and tobacco workers, tanners, curriers and the miscellaneous trades were actively employed, and all branches of transportation were also active.

DISTRICT NOTES.

Thorold.—The labour market was active, the conditions being very much the same as last month.

Merritton.—Labour generally, was well employed. The improvements to the carbide works were almost completed and will greatly increase the capacity of the plant.

Port Dalhousie.—Conditions of employment were much the same as last month, labour being generally active.

Grantham Township.—Good road work is progressing favourably, several miles of road having been completed to date.

HAMILTON, ONT. AND DISTRICT.

Mr. S. Landers, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Employment of skilled and unskilled labour generally, has considerably improved in comparison with last month. The International Harvester works are now very busy making shipments of machinery to the Northwest. The Iron, tobacco, printing and clothing trades have also become more active, and wholesale and retail trade has considerably improved. There have been no changes in hours of employment or in wages, and no strikes.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—The various factories have taken on additional men laid off during the slack season, with the exception of a few trades such as clothing which is still slack.

CONDITION OF PARTICULAR TRADES.

The building trades are in fair employment. A large number of dwellings are in the course of construction. Iron moulders, stove mounters, machinists and engineers were active, with metal workers, and polishers fair, blacksmiths, boilermakers, shipbuilders and jewellers busy. Horseshoers were slack.

Woodworkers on furniture and mill work, varnishers and polishers were busy. Carvers, carriage and wagon makers, pattern makers and coopers were active. Hand and machine typesetters were busy, with pressmen and stereotypers active, bookbinders fair, and engravers busy. Journeymen tailors and garment workers were slack, but boot and shoe workers were fairly active. Bakers and confectioners, cigarmakers and tobacco workers, and leather workers were active. Barbers and broom makers were busy, with clerks active, delivery employees and hotel and restaurant employees well employed and laundry workers busy.

Steam railway conductors, engineers, firemen, telegraphers, trainmen, switchmen, etc., were busy as were steamboatmen firemen. Ship labourers and long-shoremen were active. Carters, cabmen, and street railway employees were busy. Teamsters were active. Unskilled labour was also active.

DISTRICT NOTES.

Dundas.—Work generally, was fair to active. Quarrymen were working double shifts to keep up with orders.

A fire at *Ken's Mills* during the month caused considerable loss, but no men will be thrown out of employment.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

July showed little change in the general condition of the labour market. The building trades showed greater activity than was anticipated. The erection of a new opera house with a seating capacity of 1,400 and a stage 45x75 feet was started during the month. A number of the factories were still slack, but there are indications that the iron trades may be busier in the fall.

The Malleable Iron works resumed operations about the first of the month with 200 men. Civic improvement work continued to employ a large force of men on paving, sewer, sidewalk and drainage construction work, and in the erection of a pumping station and extensive additions to the waterworks plant. Merchants had a fair month. The stove plate moulders are still on strike.

Labourers in the employ of the Warren Bituminous Paving Co., asked for an increase in wages to 20 cents per hour; the men had been receiving 15 cents per hour. The company offered 16½ cents and a further consideration. The offer was accepted by nearly all the men; about thirty were affected.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers and market gardeners were very busy. Crop prospects are very encouraging.

Manufacturing.—There was little change in conditions. A great many men were on short time. The Cordage Co., which closed for a short time, have started again.

Railroad construction.—There was very little work carried on.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners and painters were busy. Lathers, plasterers, plumbers, gas and steam-fitters were active. For iron moulders and core makers trade was from active to quiet. Machinists, electrical workers and linemen were active, but metal polishers and buffers were not very busy. Stove mounters were active, as were blacksmiths. Boilermakers were on short time until the close of the month, when they started on ten hours per day. Sheet metal workers, horseshoers, carriage and wagon makers, coopers and pattern makers were active. The printing and allied trades were fairly busy, but journeymen tailors found trade a little quiet. Bakers and confectioners were busy; butchers, cigarmakers, tobacco workers, leather workers and saddlers were active. Barbers, clerks, delivery employees, hotel and restaurant employees were regularly employed, and laundry workers were busy. Railroad trackmen were active. Freight handlers, street railway employees, teamsters and draymen were busy. There were opportunities for nearly all unskilled labourers to be employed.

DISTRICT NOTES.

Paris.—The Fabric mills ran steadily. Manufacturing in other lines was a little quiet.

Blue Lake.—The cement works were busy.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market showed a slight improvement over June, but compared with last year conditions were not as good. Outdoor workers in nearly all lines had a busy month, but there was considerable lost time and short time among factory workers. While an improvement in factory employment has been looked for for some time, a decided betterment has not yet been reached. Work on the waterworks extension was under way. Retail trade was quiet. There were no strikes or wage changes.

CONDITION OF PARTICULAR TRADES.

The building trades had an active month, with some lines busy. The metal trades were inclined to be dull, with short time in nearly all shops. Iron moulders, machinists and machinists' helpers had a quiet month, but tube mill workers had an active month. The woodworking trades showed a slight improvement. Printers had a quiet month, with some idle men. Journeymen tailors had a quiet month, as did also ladies' garment workers. Bakers, confectioners and cigarmakers were active. The supply of unskilled labour was more than equal to the demand. There have not been the number of new arrivals noticeable in the last few summers.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Unskilled labour was more active in July than in the previous month, but skilled labour was poorly employed owing to the closing down of a number of furniture

factories during the first part of the month. It is uncertain when the latter will be in operation again. The Merchants' Rubber Company closed down its works on the 24th for the purpose of making changes in the plant, including the installation of larger engines; this will necessitate the laying off of about 500 men and women for a time. The Geo. Kumpel shoe factory has been closed during the last half of the month. Good progress was made in the construction of the Kaufman Rubber Company's factory. A few more permits were issued for the building of residences and other structures.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy harvesting wheat, etc., the crops being much better than those of the preceding years. Oats and peas were looking good, small fruits yielded well, and apples, plums and pears will be a good crop. Weekly market quotations were as follows:—Eggs, 20 cents a dozen; butter, 20 cents a lb.; cheese, 16 cents a lb.; red cherries, 7 cents a quart; cabbages, 5 cents each; green apples, 25 cents a peck, spring chickens, \$1.00 a pair; new potatoes, \$1.00 a bushel; fresh herring, 10 cents a lb.; salmon, 12 cents a lb.; pure honey, 10 cents a lb.; straw, \$6.00 a load; little pigs, \$5.00 each, and hay \$11.00 a ton.

Lumbering and manufacturing.—These industries were more or less quiet, except in a few manufacturing establishments.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers and plasterers, painters, decorators and paperhangers were well employed, while plumbers, gas and steam-fitters found employment active, and stone cutters and builders' labourers were more active than last month. Iron moulders, iron workers and helpers, and coremakers were very quiet, but steam engineers, electrical workers and linemen were active, also bicycle workers, tool sharpeners and horseshoers. Blacksmiths, boilermakers and iron ship-

builders were inactive. Woodworkers, upholsterers, varnishers, polishers and wood carvers, carriage and wagon makers, carbuilders, pattern-makers and coopers were poorly employed. The printing trades were active, with steel and copper-plate printers somewhat quiet. Journeymen tailors and garment workers were inactive, also hat and glove makers, boot and shoe makers. Active conditions prevailed in the food and tobacco preparation trades, also in the leather and miscellaneous trades. Railroad trackmen were busy, but freight-handlers were somewhat quiet, with teamsters and expressmen well employed. Unskilled labour was better employed than in the previous month.

WOODSTOCK, ONT., AND DISTRICT.

Mr. W. N. McEltheran, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during July was quiet, there being no demand for men which was not easily supplied. Owing to the closing for the month of one of the local factories while taking stock, about 200 men were affected. In the wagon, piano and organ trades, an improvement over the previous month was expected, more men being put on towards the end of the month. Work on the Grey Memorial Hall was rushed along, stone cutters and masons being chiefly employed. The demand and supply of farm hands was about the same. Experienced farm hands had no difficulty in getting steady employment. Transportation companies reported greater activity towards the end of the month. The first train was run over the new railway between St. Mary's, Embro and Woodstock, and work on this twenty-seven miles of railroad was nearly all completed. The weekly half-holiday is being partially observed. The jewellers and dentists take Wednesday afternoon, the barbers Thursday afternoon, and the banks and law offices Friday afternoon.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—July was a good month for farmers. Opportune rains set at rest all anxiety regarding crops, and the end of the month found harvest well advanced. Hay was a good crop, while wheat, oats and barley indicate splendid yields. The demand for farm produce was very good, and prices were well maintained. The top price for the season for cheese was reached on the local cheese board, 11 7-8 per lb. being realized at the end of the month. Prices for butter and eggs remained firm, the former bringing 27 cents to 30 cents at the factory. Eggs were steady at 17 cents to 19 cents. Hay dropped to \$10 per ton.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were all working. Stone cutters were in demand. St. Mary's stone was being cut for the Grey Memorial Hall, and workmen from St. Mary's were secured to do the work. Carpenters reported a slightly busier month. The Y.M.C.A., interior and the Carnegie Library were the principal jobs. Several local dwellings were in course of erection, both in Woodstock and Ingersoll. Painters and decorators reported a very busy month. Plumbers and gas fitters were steady. Stove moulders were busier than the preceding month; to four days a week an extra day was added. Blacksmiths and boilermakers were quieter than the corresponding month of last year. Organ and piano workers reported an improvement over the previous month. Wagon makers were still quiet, though more men were finding employment. Caution seems to be the predominant characteristic of manufacturing. Furniture workers reported that operations would commence early in August. Knitting factory employees reported an extra busy season, with heavy orders ahead. Coopers were becoming busy. Printers were quiet. Journeymen tailors reported a good month, orders being exceptionally good. Bakers and confectioners were very busy. Tanners were quiet. Barbers reported business about the same as the previous

month. Laundry workers were very busy. Freight handlers were somewhat busier than during the preceding month. Unskilled labour was not in great demand.

TRATFORD, ONT., AND DISTRICT.

Mr. Jos. T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour, both skilled and unskilled, as well employed during July. The building trades continued active, and a large number of houses are nearing completion. The brick work on the new Lutheran church is about finished. Conditions in the factories were active. The Stratford Mill Building Co., was working overtime under pressure of orders, the extra hours being from 6.45 p.m. to 9.15 p.m. or an additional quarter day. Work in the Grand Trunk car shops is being pushed along and gives employment to a number of labourers, as well as skilled mechanics.

Three by-laws are to be submitted to the ratepayers, one to authorize the making of a Niagara power contract, the second for extra expenditures last year, and the third for park improvements. Wholesale and retail merchants reported business good. There was no trouble in the labour market, and no changes in rates of wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers were busy harvesting wheat and barley, which are heavy crops. Market prices were:—wheat, 75 cents per bushel; barley, 45 cents per bushel; oats, 45 cents per bushel; peas, 70 cents per bushel; old hay, \$1.00 per ton; new hay, \$8 to \$9 per ton; live hogs, \$6.50 to \$6.60 per cwt; chickens, 45 cents each; butter, 18 cents per lb.; eggs, 19 cents a dozen; potatoes (new), 40 cents per cwt; and apples, \$1.00 per bag.

Railroad construction.—There was little work in the way of construction or of work requiring extra labour.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers and plasterers were active. Painters, paperhangers and plumbers were busy; builders' labourers were fairly well employed. Iron moulders and workers, machinists and blacksmiths were active, with very few out of employment. The woodworking trades were fairly active, all the factories running full time. Coopers reported trade good. Printers were busy especially machine operators. Journeymen tailors had an active month; all those employed in factories were busy. Bakers and confectioners were active. Butchers were very busy. A few cigarmakers were idle owing to a shipment of tobacco going astray. Barbers were fully employed. Clerks and delivery employees were busy. Hotel, restaurant and laundry workers were active. Trainmen reported employment very good. Cab drivers, draymen and teamsters were busy. Unskilled labour was well employed; a number were harvesting and flax-pulling.

DISTRICT NOTES.

St. Mary's.—Building operations on the Canada Small Wares factory, which is to be three stories high, is being pushed with all possible speed.

Mitchell.—A large number of men and boys are engaged pulling flax, which is a good crop this year.

LONDON, ONT., AND DISTRICT.

Mr. A. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of July showed an improvement over the previous month, a number of factories and foundries putting to work some of those who had been laid off, though in few cases they have gone back to full time. The building trades are having a very poor season, and the supply of labour is greater than the demand.

The London Pant and Overal Manufacturing Co., made an assignment, throwing a number of girls out of work. The C.P.R., is sending all available cars in this section to the west, to be used for hauling grain.

The coming of the Old Boys to London during the first week of August, is creating considerable work.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers are busy with their crops, and report plenty of help, though experienced men are scarce.

CONDITION OF PARTICULAR TRADES.

Bricklayers were nearly all working, but carpenters did not get in many full weeks. The painting trade was fair, but there were more than enough to do the work. Plumbers were slack, but stone cutters were busy. Moulders, metal polishers and iron workers reported trade improving. Electrical workers and linemen were very busy, but only for a short time. Brass workers and carriage and wagon workers were dull, with car builders on short time. Coopers reported trade fair. In the printing trades, especially in the job offices, business was not very brisk. Bookbinders were very slack. Journeymen tailors were also slack and garment workers were not busy. Shoe workers were busy. Cigarmakers reported conditions not of the best, and a number of idle men in the city. Biscuit and candy works are becoming very busy. Tanners were slack, but leather workers and saddlers reported trade fair. Broom makers were fairly busy. Furriers were very slack. Train crews reported conditions fair. Teamsters were busy. The greater number of unskilled labourers were working, but conditions are uncertain.

ST. THOMAS, ONT., AND DISTRICT

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The abolition of the short time schedule which had been in effect in the Michigan

Central Railway shops previous to July 1st, together with an increase in the working force and the resumption of full time in the working hours of the Wabash round house employees, had a most beneficial effect on trade conditions in this city and gave a general impetus to the labour market. The relationship between St. Thomas merchants and railway employees is such as to cause concern whenever reductions are made in the working force of the railway shops, and resort is had to short time schedules for the purpose of curtailing expenses. St. Thomas is largely a railway city, and whatever affects the railway employees financially, affects the city in like proportion. With plenty of work in the shops and in the traffic departments of the railways, the city is sure to enjoy a measure of prosperity.

In the local industries the month has been a good average. With a few weeks of favourable weather to enable the farmers to harvest the bountiful crops, it is predicted that there will be a general turn of prosperity in this district.

Work was commenced on the Rock street sewer and employment given to about forty men. It is not thought that work on the subway will be commenced as soon as originally anticipated, owing to a desire on the part of the Michigan Central Railway officials to have the work temporarily postponed. An effort will be made, nevertheless, by the city authorities to induce the company to have the work proceeded with as soon as possible.

The healthy condition of the building trades is evinced by the statement that during the month of July, building permits were issued to the amount of \$32,000.00, being chiefly for the erecting of workmen's homes and the removing of dwellings and stores.

The estimate furnished by the City Engineer for the extension of the Thomas Street Railway to Port Stanley is \$67,956.

During the months of July and August the merchants have agreed to close their places of business on Wednesday afternoons.

An Apprentice School has been opened in connection with the Michigan Cen-

railway shops, where three classes will be open each day, to which two hours will be allotted. Instructions will be given in woodworking and mechanism. The supply of unskilled labour was equal to the demand.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been very busy harvesting wheat, the yield being good. Berries were plentiful. The prevailing price for raspberries was 12 cents per box. Other crops appear to be doing well in this district.

Lumbering.—The planing mills have been kept busy.

Manufacturing.—Thomas Brothers' foundry and the Canadian iron foundry reported the month an improvement over the preceding month. Other local industries reported an average month.

CONDITION OF PARTICULAR TRADES.

All branches of the building trades have been well employed during July. Moulders, machinists, iron workers and boiler-makers were among those who were returned to full time schedule in the railway shops. Printers were not so busy during the first part of the month, but reported an improvement during the last week. Tailors and garment makers were busy. Cigarmakers and tobacconists reported an average month. Traffic on the railways has been good, the special trains giving extra men considerable employment.

DISTRICT NOTES.

Port Stanley.—The present summer has been one of the best in years. Real estate is selling at an advanced price and number of tourists who have visited Port during the past month far exceeds the number during the corresponding month of the previous year. The Portion Company is in great part responsible for the improvement in conditions.

Wilmers.—Local industries have been active. The building trades also were active.

CHATHAM, ONT., AND DISTRICT

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The supply of skilled and unskilled labour exceeded the demand, and there were a large number of both classes unable to obtain steady employment. Factories have been running pretty steadily and some have received some large orders. Still, the general condition of trade has not materially changed. Building operations have been exceedingly quiet throughout the whole month. A few permits were granted but they were for small amounts. The permits issued this year so far, do not include any large buildings and the outlook for interior work for the winter months is not encouraging.

Merchants reported trade very quiet. Real estate firms reported sales fair and money scarce.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers throughout the district are pretty well over with the wheat and hay harvest, and in a number of cases have threshed their wheat, which in cases has yielded from 30 to 50 bushels per acre and tested 64 lbs per bushel. Corn will be above an average crop, and barley and oats equal to former years.

Prices for farm produce for the month were as follows:—

Butter 25 cents per lb.
Eggs 17 cents per doz.
Chickens 25 to 60 cents.
Ducks 40 to 50 cents.
Live hogs \$6.75 per cwt.
Hay \$8.00 per ton.
Raspberries \$2.50 to \$3.25 a crate.
Apples \$1.00 per bushel.
Potatoes 35 cents per peck.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons and carpenters were slack. Plumbers were busy, owing to the recent order of the city water commissioners that all users of city water should instal metres. Machinists

and engineers were unusually quiet. Woodworkers, carriage and wagon makers reported very little improvement over June. Printers, pressmen and bookbinders were fairly busy, but journeymen tailors were in their slackest time. Bakers, confectioners and butchers had a fair month, and barbers, hotel clerks and employees were busy. The supply of unskilled labour far exceeded the demand.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during the past month has been fairly good. There was more activity among the manufacturers, and the building trades were as active as at the same month last year, with prospects bright. The Tunnel Co., has a large number of men employed, including carpenters, steamfitters, engineers, firemen and unskilled labour. The button factory has started operations and is giving employment to about 50 hands. Several other manufacturers have increased their staffs. Wholesale and retail merchants reported trade fairly good. Except in a few cases, there have been no decreases in wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy haying. The crop is double that of last year. Other crops will be above the average.

Manufacturing.—Conditions have shown an improvement from last month.

CONDITION OF PARTICULAR TRADES.

The building trades were all fairly well employed, and the iron trades showed more activity than last month. Steam engineers, electrical workers and linemen were all working, with blacksmiths busy. Sheet metal workers were fully em-

ployed and horseshoers were busy. In the woodworking and furnishing trades were fully employed. The allied printing trades were busy. Journeymen tailors were quiet, but garment workers were busy. Bakers and confectioners were busy, and butchers, cigar and tobacco workers were all fully employed. Barbers, clerks, delivery employees and hotel and restaurant employees were actively engaged with foundry workers busy. Railway and street railway employees, teamsters and expressmen had plenty of work, and freight handlers were busy. Unskilled labour was well employed.

DISTRICT NOTES.

Walkerville.—There was very little activity among the manufacturers, but prospects are bright for a good fall trade.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Business has been dull during July. The supply of labour was greatly in excess of the demand. The Algoma Steel Company's plant, operated about three weeks during June and July and then was closed down. The pulp and sawmills were running steady. The outlook was not encouraging. Mari men report freight business about the same as last year; passenger business was a little better. Wholesale and retail business was quiet. Banks report money tight.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crop conditions were favourable.

Manufacturing.—The steelwork's blast furnaces and veneer mill have closed down owing to lack of orders.

Quietness prevailed in the various skilled trades.

WINNIPEG, MAN., AND DISTRICT.

Mr. Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during July has been very quiet, there being a large surplus of unemployed, both skilled and unskilled. Several public works have been started, including the Customs Warehouse, some additional buildings at the Agricultural College, the Reformatory for Boys, and a superintendents residence at the Home for Incurables at Portage la Prairie. At the Union Depot pile-driving is going on. During the month the pairing of main street provided a number of labourers and teams with employment. The Exhibition made the building trade brisk for a while.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Reports are encouraging, with a little more moisture, a large harvest is anticipated. Uneasiness prevails as to the ability of the railways to transport the grain.

Lumbering.—At the sawmills work is somewhat dull.

Manufacturing.—Work in the factories is not active, many not working to their capacity.

Railroad construction.—There was a great demand for men on steel gangs and trackway construction in general. Work on construction and extension is being carried up as fast as possible, but plenty of men are available.

CONDITION OF PARTICULAR TRADES.

The building trades were slack, with a slight improvement compared with June. The metal trades were somewhat more active, but manufacturers generally, are carrying large stocks. The printing trade was very slack, both in newspaper and jobbing branches. Journeymen tailors reported 65 per cent of their men idle, garment workers about 45 per cent. Bakers and butchers were normal, cigarmakers were dull. Leather workers reported trade increasing, and

anticipate a good fall trade. Train crews were fairly busy, and are anticipating a busy fall transporting grain. While a good number of unskilled labourers are at present employed, a very large number are unable to obtain employment.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Reports from nearly all of the cities of the west show a decided dropping off in the amount of building permits issued so far this season. Up to the present, a large number of residences have gone up, as well as several large buildings, in Brandon. The amount of buildings already erected, or for which permits have been issued, totals \$150,000. The permit for the armoury is still to be issued. Several other structures will be erected according to plans. The following is a statement of the amount of building for which permits have been issued each month this year:—

January and February.....	\$ 2,000
March.....	2,200
April.....	23,410
May.....	24,270
June.....	30,320
July to date.....	12,000

Implement dealers expect a busy season. Wholesale and retail trade is improving. The C. P. R., running shed men are again working full time, about 18 men being affected.

The business men of Brandon have declared Thursday afternoon a half-holiday during July and August. About 250 to 300 employees are affected.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Rains were general about July 15 throughout the west, and did much good after a fortnight of hot, dry weather. Farmers at the exhibition say the grain suffered to a certain extent from the intense heat, but that the rains will remedy this. They all seem to think

that the crop will break previous records. Hail has touched certain districts, but visitations so far have been considerably less than the average, while the area of cultivation is now so greatly extended that hail losses have relatively little effect on total yield. Wheat has not so far run to too much straw, and promises to be economically harvested.

Railroad construction.—Large quantities of material are being shipped to Shebo, Sask., to be used in constructing the bridge to be erected by the provincial government. Large sums are also being spent in road improvements, a gang working northward from the G. T. P., and to commence work on the Shebo-Invermay, as soon as they make some improvements on the Margo-Invermay trails.

Manufacturing.—The International Lighting and Heating Company will erect three brick buildings for their gas plant at Brandon, Man. The Brandon Generator and Carbide Co., with a capital of \$50,000, has been incorporated to manufacture gasoline, gas and electric fixtures, carbide, coke, oil, etc., in this city.

Lumbering.—A representative of the Columbia River Lumber Co., stated that the lumber business in Manitoba and Saskatchewan is rapidly improving, and the indications are that there will be more building boom during the latter part of this season.

CONDITION OF PARTICULAR TRADES.

There was a slight improvement in the building trades, but the supply of labour was equal to the demand. In the metal trades, there was also a slight improvement, the favourable reports on crop conditions stimulating activity. The woodworking trades were still somewhat quiet. The printing and allied trades were about normal. The clothing trades were somewhat slack compared with last year. In the food and tobacco trades, special activity was caused by the western fairs. Trade among barbers, clerks, delivery employees and laundry workers was brisk. Passenger traffic was heavy, and freight traffic is improving. A great number of unskilled la-

bourers have found employment with farmers at \$30 per month, but there is still a surplus, though some found short employment during exhibition week.

DISTRICT NOTES.

The ratepayers of Arcola have voted favorably on a by-law to raise \$60,000 for the installation of a waterworks system.

Cardston, Alta.—A mining man who has been prospecting copper claims around Big Chief mountains left Cardston last week for New York, where he expects to close up a deal for his property that will give him good financial returns for his years of labour. He had with him 50 lbs. of what he says is the richest copper ore he ever saw.

Prince Albert.—A rich copper deposit at Lake Laronge has been discovered. About sixty men have left Prince Albert for the scene of operation. Samples of the ore brought to the city indicate that the deposit is a rich one. A diamond drill will be installed at once. Samples of ore have been taken from the surface fissure twenty miles from Lake Laronge.

REGINA, SASK., AND DISTRICTS.

Mr. Hugh Peat, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been a slight improvement in the general condition of the labour market during the month, although of sufficient importance to make a marked impression on the number of men employed in the city. The number of buildings under construction compares very favourably with the corresponding period of last year, but is far behind the corresponding month of two years ago. Many building permits have been taken out, but the building trades have not attained to anything like their normal state of activity. The year so far has been an exceptionally dull one, inasmuch as the building trades are concerned, but there are many men who have been out of employment the whole of the season.

The prospects for the balance of the year and for the season of 1909 are good, however, as will be seen from the following list of buildings now under construction:

Post Office, nearing completion.....	\$ 250,000
Land Titles building, nearing completion...	95,000
M. C. A. building, nearing completion...	80,000
Strattan Separate School.....	50,000
N. W. M. P. office quarters.....	50,000
McKenzie & Brown business block.....	50,000
Provincial Parliament Buildings.....	1,500,000
Municipal Hospital.....	100,000
Collegiate Institute.....	100,000
Market Building.....	15,000
Residences, estimated value.....	100,000
Total.....	\$ 2,210,000

It was announced on July 1st that the contract for the Provincial Parliament buildings had been let to Peter Lyall & Sons of Montreal. The contractors' price was \$1,424,150, and was \$94,110 less than the architect's estimate of \$1,518,260. It has been decided to adopt the stone and brick specification instead of an all stone structure, and with quarter-oak finish throughout. Work on the building is to be commenced at once; it is reported that the sub-contract for excavating has been let to a local firm.

The contract for the Collegiate Institute has been let to Messrs. Wilson & Wilson, Regina, for \$93,937. In addition to the general contract, there are certain extras connected with the construction amounting to \$12,045, bringing the total contract up to \$105,982. Work is to be commenced on the building immediately; July 1st of next year is the date fixed by which it is to be completed. The building will be of fire-proof construction throughout, fitted and equipped with the most modern and approved heating and ventilating apparatus. The contract for the Market Building has also been let to Messrs. Wilson & Wilson.

The Canadian Northern Railway has large gangs of men at work ballasting the new line from Brandon to Regina, and it is expected that it will be thrown open to freight and passenger traffic in the course of three or four weeks. The new Brandon-Regina branch runs through the rich agricultural district, between the C. P. R. branch and the main line of the C. P. R. Steel laying on the Goose Lake branch has started, and it is anticipated that

the line will be operating within a month's time.

The representations of the Regina Trades and Labour Council for the appointment of a fair wages officer for the province have been favourably received, and six names have been submitted to the Government,

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions throughout the province continue to be very favourable, and it is confidently predicted that a heavy crop will be registered this year. Some districts, particularly between Moose Jaw and Medicine Hat, are suffering for want of moisture, but generally speaking, ideal weather conditions prevail throughout the province.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers were fairly active. Stonecutters very dull; carpenters, joiners and lathers, dull; painters and decorators, fairly active; plumbers, gas and steamfitters, fairly active, and builders' labourers dull.

Metal.—Electrical workers were dull, and sheet metal workers fairly active.

Printing.—Printers were very busy, and the general condition of trade is favourable.

Food and tobacco preparation.—Cigar-makers were fairly active, and conditions are improving.

Miscellaneous.—Barbers were fairly active, with laundry workers active.

MOOSE JAW, SASK., AND DISTRICT.

Mr. J. Backus, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during July showed more activity than in the preceding month but conditions and prospects were by no means as favourable as in the corresponding month of the previous year. The building and some other branches of trade showed improvement, however, and

labour, both skilled and unskilled, has been in greater demand.

Work was started on the Moose Jaw and Edmonton extension by the Canadian Pacific Railway Company on July 9, and about 150 men were given employment, local labour in all cases having the preference. The pay offered was \$1.50 per day; board being furnished at \$4.50 per week. From all accounts, satisfactory progress is being made in the work of steel laying, and operations will be pushed rapidly until the fifty miles between Tuxford and Eyebrow is completed. Beyond Eyebrow, grading will be done as rapidly as possible to the crossing of the Saskatchewan, and the grading will be followed up by the laying of the steel. A bridge requiring a million feet of timber is to be built over the Qu'appelle valley, and its construction will be begun at once. The company expects that the road will be completed this year to the crossing of the Saskatchewan.

On July 6, the civic Board of Works ordered a reduction in the price for a man and team from \$5 to \$4 per day; as a result, the draymen refused to send their teams to work. Eventually, the city council took action and ordered that the old rate of \$5 be paid.

On July 15, in response to a public notice issued by the Provincial Organizer of the American Federation of Labour, about 100 persons assembled in a local hall for the purpose of discussing the relations existing between the city and its employees. The meeting was representative of the civic employees and contractors of the city, and by a vote of 5 to 2 decided to apply to the Dominion Department of Labour for a Board of Conciliation under the provisions of the Industrial Disputes Investigation Act.

On July 14, the organized barbers of the city went on strike as the result of the unwillingness of the master barbers to sign an agreement setting forth a price list and conditions of work. The clause in the agreement to which the masters objected was one requiring the shops to close at 6 o'clock on Mondays and Fridays. The trouble was quickly settled, however, the masters signing the agreement with

no material alteration, and the men returned to work the same day.

The Moose Jaw flour mill has been purchased by the New Prague Flour Milling Company, of New Prague, Minn. The company announces that in addition to increasing the present capacity of the flour mills, it intends establishing an oatmeal mill.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather during the past month has been dry, with high temperatures. On the whole, crop prospects are good, though rain is badly needed.

CONDITION OF PARTICULAR TRADES.

Carpenters reported many men out of employment. This has been, so far, a poor season for all employed in the building trades, and the prospects are not very promising. Machinists and engineers were fairly active, but electrical workers and linemen were somewhat quiet. The allied printing trades were fairly well employed. Conditions in the clothing trades were somewhat quiet, but were very active with bakers, confectioners, butchers and meat cutters. Barbers, clerks, stenographers, delivery employees and laundry workers were busy.

CALGARY, ALTA., AND DISTRICT

Mr. R. A. Brocklebank, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued much the same as during the month of June. There were a number of idle men in the city, such as stonemasons, bricklayers, plumbers, etc. There is a demand for unskilled labour at present among the farmers and ranchers at thirty dollars per month, including board. Outside of the unskilled labour, the supply is greater than the demand, and is likely to be for the balance of the year. The contract has been awarded by the city for a

gravity system of water works, for the amount of \$156,000. The water is to be brought into the city, a distance of 13 miles. This will do away with the present pumping plant. The gravity system, when installed, will give a greater pressure for fire protection than the city has been able to maintain by its present system. The reservoir will be placed on the hill to the west of the city, some 250 feet above the highest building in the city. The city council also opened tenders for street paving, to cost in the neighbourhood of \$140,000. Work will commence shortly on both of the above contracts.

Commercial activity has revived somewhat during the month. The railroads were busier than last month. Bank clearings for last week reached \$1,891,000, the highest amount, with one exception, in the history of the clearing house, being an increase of 22% over the corresponding week of last year.

Wholesalers and retailers have had a very good month. There were no changes in hours of labour or rate of wages. The trouble between the stonemasons, bricklayers and stonecutters, and the contractors on the new city hall was settled on the 13th of the month, and the men are again at work, the contractors agreeing to pay the men on the works.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busily engaged in harvesting the hay, and report a very good crop. They are handicapped for help. Harvesting has already commenced in the southern part of the province, with prospects of a heavy yield of grain, both winter and spring grain looking well throughout the province.

Railroad construction and employment.—There is to be another railroad constructed between Calgary and Lethbridge, in which actual work is to commence this fall. The new road will lie to the east of the present line, and will pass through one of the best farming districts in the province.

LETHBRIDGE, ALTA., AND DISTRICT.

Mr. Thos. S. Harold, correspondent.
reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was more active in July than it has been since last fall, though there were still a number of unemployed, principally labourers. Building operations were active, a court house, school, church and other buildings being in the course of erection. The city council has let the contracts for street grading and concrete sidewalks, but as a good number of the men employed were brought in by the contractors, this did not offset the local labour market to any considerable extent. There have been some heavy shipments of cattle. The wool men are preparing to dispose of the clip, but they expect a lower price this year than last. Trade, both retail and wholesale, was normal.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are preparing to cut wheat, and expect 25 per cent advance in yield over last year. Crops never looked better. Big yields of hay and alfalfa have been harvested.

Manufacturing.—The woollen mills are still closed, but expect to be going in August. Brickmakers are busy.

Mining.—The Galt mine is working five days per week at present, which is an improvement on past months. The mine in the Pass are not all working. The mine at Coleman has started on double shift, which means a large increase in the number of men employed, 300 in all commencing work. The starting of this large number in midsummer is significant. A large part of the output will be transformed into coke, but a large quantity of non-coking coal will be shipped or taken by the C. P. R. The monthly pay roll at this mine now reaches over \$40,000. Other mines in this district

are only working odd days, in the meantime. Lethbridge mine is building a new shaft two miles north of the present shaft. The Royal Collieries Co., is preparing to sink a shaft. A spur track is now being built by the C. P. R., to the mine.

Railroad construction and employment.—The C. P. R. Co., is building a big bridge across the Belly river at this point. The steel workers are busy on the erection; about 40 are working at this time, and in a short time between 100 and 200 will be at work. Contractors are working on the cut-off to Macleod.

Other industries.—There has been a remarkable growth of the sugar industry at Raymond. In 1906, the output was 4,673,300 lbs., and on July 16, 1907, there remained of this output 2,700,000 lbs. The output in 1907 was 4,292,900 lbs. To-day, the complete output of last year and the big balance left over from 1906 are sold. In other words, since last October, a period of about eight months, this factory has disposed of almost 7,000,000 lbs. of sugar. At the present time, the company has orders for 10 cars, which they are unable to fill.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons reported conditions a little better than last month, with carpenters and joiners, lathers and plasterers, painters, decorators and paper-hangers much the same. Plumbers were busy, and builders' labourers quiet. Owing to the season of the year, the printing and allied trades are quiet. The clothing trades, food and tobacco preparation, leather trades and miscellaneous trades are normal. There is still a large number of unskilled labour unemployed, but the harvest will undoubtedly find work for most of these.

NELSON, B. C., AND DISTRICT.

Mr. R. B. Dockstader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during July was quiet throughout

Kootenay district, there being a surplus of labour, with the exception of strawberry pickers, in which the demand exceeded the supply. The strawberry crop has been a good one, and about 25,000 crates are said to have been shipped to the prairie provinces; the growers realizing an average of \$1.80 per crate. When the home market is added, over \$50,000,00 worth of strawberries have been sold from Kootenay district this year. Refrigerator and ventilated cars were used by the Dominion Express Co., in transporting the fruit from Kootenay landing to the cities throughout the prairie provinces, from one to two cars being attached daily to the passenger trains throughout the berry season. Thirty-five cents per crate was paid for picking, but a sufficient number of pickers could not be secured, and it is estimated that the shortage of pickers resulted in the loss of about 5,000 crates of strawberries.

In development at the Ymir mine the ore body, which was said to have faulted, has again been located, and the management in London has recently voted \$30,000.00 for further development. Mining generally, throughout Kootenay district, is enjoying a normal share of prosperity, as may be evidenced by the fact that all the coke ovens at Fernie and Michel are working steadily in order to keep up the required supply of coke for the smelters. The management of the Trail smelter purposes to erect a steel building to take the place of the present structure, which is chiefly composed of wood.

Hosmer, B. C., has a population now of about 1,000, the chief industry being the Hosmer coal mines, being developed by C. P. Ry. Subsidiary Co., which promises to be one of the great coal and coke producing properties. A large number of coke ovens are being constructed, and about 140 will be finished by 1st August, yet it is not expected that the coke ovens will be put in operation before the first of next year. A steel tippie is under construction. The Bank of Montreal opened up a branch office at Hosmer on 1st July, 1908, and a weekly newspaper, the "Hosmer Times," is now issued at that place, while four licensed hotels

and several restaurants and boarding-houses furnish accommodation for travellers and workmen.

NEW WESTMINSTER, B. C., AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market in this district is very satisfactory, very few idle men being reported. A considerable amount of building is being carried on, particularly residences. The class of new building is very much better than in former years. The first section of the new electric road between this city and Chilliwack is being pushed ahead as fast as possible, and tenders are being called for the construction of the second section. A large number of men are employed, and it is safe to predict that there will be employment during the summer months for all the labouring men at present in this district. An order has been placed for 8,000 tons of rails for this road, to be delivered about the first of October next. The Fraser River sawmills, which have been rebuilt during the last year, are reported to be the largest sawmills in existence. Large docks are being built, it being the intention of the management to devote their energies to building up a good foreign trade. The improvement of the Fraser river is now an assured fact, through the appropriation passed by the Dominion Government during the present session.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions in this district are very satisfactory, the farmers reporting good crops in all lines; and as the cost of labour to the farmer this year is less than was the case last year, the season promises to be a fairly remunerative one. The strawberry crop has exceeded that of previous years, one small district shipping during the month of June, 6,210 crates of 24 boxes each. The

price was about the same as last year, \$1.50 to \$2.25 per crate.

Fishing.—Conditions are not so satisfactory as at this date last year, although they are expected to improve in the near future, so that by the end of the season the pack will probably exceed that of last year. On River's Inlet, the pack at present is only about one-third of what it was at this time last year, and on the Skeena River the pack up to date is only about 19,000 cases.

Lumbering.—Conditions continue to improve, and the fall trade is expected to compare favourably with that of other years.

CONDITION OF PARTICULAR TRADES.

Bricklayers, carpenters, joiners, lathers, plasterers, painters and plumbers were active, with builders' labourers quiet. Iron moulders, iron workers, machinists, engineers, blacksmiths, and boilermakers were active. Car builders (electric) and shingle weavers were busy. Printers, pressmen and bookbinder were busy, with journeymen tailors, boot and shoe workers active. Butchers, bakers, confectioners, ice dealers and cigar workers were busy. Tanners and curriers were busy. Barbers were active, with clerk and stenographers quiet. Steamboatmen and street railway employees were active. Teamsters and expressmen were busy, with unskilled labour active.

VANCOUVER, B. C., AND DISTRICT.

Mr. George Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was much the same as last month. While there was considerable building under way, yet a large number of men were out of employment. This condition is accounted for in a large measure by the number of arrivals of workmen on their way to Prince Rupert, which is closed as yet to the public.

There was a hot weather dullness in trade towards the end of the month, but though buying and selling was slack, quotations were firm and there was no sign of a slump.

There is a rate war on between Vancouver and Seattle. The rival steamship companies are the Inland Navigation Company and the Canadian Pacific Railway Company. Fares from Seattle to Vancouver are 25c., from Vancouver to Seattle \$1, and the steamers are crowded.

The North Vancouver Ferry and Power Company, organized in July, 1902, has completed its new wharf at Cook's slip, Columbia avenue. It is 200 feet wide and 300 feet long, and has been leased from the Canadian Pacific Railway Company for 20 years. The company is capitalized at \$150,000. New regulations affecting fares, etc., went into effect on August 1.

Building permits for the six months ending June 30 were valued at \$3,351,550; for part of July they amounted to \$482,245. Bank clearings for the week ending July 17, totalled \$3,576,710, as against \$4,182,423 for the same period last year. In 1906, the figures were \$2,708,422.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—With the incoming of the new fruit crop, there appears to be a tendency towards a decrease in price, so far at least, as local products are concerned. Strawberries are about over for the season, and raspberries are taking their place, being offered at from \$2.50 to \$2.75 per crate. California apples, pears, peaches, plums and apricots are arriving in good condition, and are cleaner than shipments in previous seasons. The rigid inspection by provincial officials is no doubt to some extent responsible for this. New potatoes are coming in large quantities, and prices are dropping rapidly. New timothy hay is coming on the market, and selling at \$16 a ton.

Fishing.—All reports on the salmon pack are to the effect that the catches are better, though the seiners are not getting many fish at several points. The tides

have been unfortunate for the traps; the runs have improved somewhat, and it is thought that as soon as the tide run changes, there will be a big take from this source.

Lumbering.—On August 1, the Mountain lumbermen broke away from the agreement as to prices of lumber for shipment to the Northwest Territories. On account of this, the Pacific coast mills have resolved to cut prices. The upper grades are not cut, and the prices thus effect only rough shiplap and short dimensions. A price agreement was made at Calgary on June 27, to last for not less than one month; as the time expired, the mountain mills withdrew from the association on July 31. The price now on coast lumber will be as follows: On rough lumber and shiplap, to all points in the Northwest Territories, taking 40 cent freight rate per 100 pounds, \$17.00 per thousand feet; the former price was \$22.00. This means a cut of \$9.00 per thousand feet at the mills. On short dimension material, up to 16 feet in length, there is a reduction to 40 cent freight rate points, from \$24.00 to \$19.00.

CONDITION OF PARTICULAR TRADES.

The outlook in the building trade was a little more favourable than last month, but a large percentage of workmen were working unsteadily. The same condition prevailed in the metal, engineering and woodworking trades. Printers were fairly well employed, but tailors found conditions more or less unsatisfactory. Inactivity was more or less the rule with many idle in all lines of industry. Leather workers reported that there were seven places in the city giving employment to harness makers. Business was very dull, and in some instances short time was necessary. The outlook is uncertain,

DISTRICT NOTES.

Prince Rupert.—Real estate is very active in Prince Rupert, and properties continue to change hands, although no title to the ground can be given.

VICTORIA, B. C., AND DISTRICT.

Mr. W. E. Ditchburn, correspondent,
reported as follows:—

GENERAL CONDITION OF THE LABOUR
MARKET.

During the latter part of June and up to July 20, the condition of the labour market could not be regarded as favourable, as the number of unemployed increased during that period from that of the preceding month. The bulk of the unemployed are unskilled labour, but there are also a number of house carpenters idle. Painters, too, are to be seen looking for employment. The building permits issued for June were the lowest since February, being only \$74,010. During the present month, the figures will be much larger, as up to the 11th inst. the figures were practically the same as for the preceding full month. There are several large buildings to be erected in the near future, and it is expected that the unemployed in the building trades will be pretty well absorbed. The monthly building permits issued since the beginning of the year are as follows:—

January.....	\$ 54,725
February.....	63,315
March.....	110,800
April.....	128,600
May.....	79,195
June.....	74,010
Total.....	\$ 510,645

Bank clearings for the month of June showed a slight decline as compared with the same month last year, and were also slightly lower than for the month of May of this year. The figures for each month of the present year, compared with those for the corresponding months of 1907, are as follows:—

	1908.	1907.
January.....	\$ 4,391,096	\$ 3,909,509
February.....	4,272,712	3,705,822
March.....	4,290,782	4,059,507
April.....	4,634,089	4,554,411
May.....	4,695,628	4,853,411
June.....	4,500,812	4,848,161
Total.....	\$26,785,118	\$25,975,821

The duty collected during June amounted to \$78,680.74, and Chinese revenue

totalled \$56,161.00, including head tax paid by 112 Chinese who entered during the month. With \$78.20 taken from other sources, the total was \$131,919.94. The total for May was \$161,544.94. The total for June of last year, was \$131,421.16, of which \$98,082 was collected in duties.

The secretary of the Victoria Trades and Labour Council, having been instructed to procure prices for food supplies in Eastern Canada, so that a comparison could be made between the cost of living in the east and west, obtained quotations for 38 articles of food. The figures showed that the cost of the articles named was fully 44 per cent higher in British Columbia than in Eastern Canada.

There have been no changes in hours or wages reported during the month.

The state of both wholesale and retail trade is considered normal.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The very favourable weather conditions ensure good crops of all kinds. The fruit growing industry around the city is in good condition, and the crop of strawberries has been the heaviest for some years. The number of producers is somewhat greater than in the past, but the formation of the Fruit Growers' Association has enabled the growers to get better prices all round than would otherwise have been the case.

Fishing.—The run of spring salmon is now on, and a large catch is reported. The traps have been in operation since the beginning of June, and up to July 15th about 375 tons had been salted and cured for the European trade by Wesley & Co. This only includes salmon of 15 pounds weight, the smaller ones being either canned or sold on the local market.

Mining.—While very little mining is going on in the immediate vicinity of Victoria, good reports come from the Queen Charlotte Islands, where a new discovery is reported at Laso Harbour, on Moresty Island.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were fairly well employed, but carpenters and joiners, painters and plumbers found that work was not up to anticipation, and a number of each were idle. There were

also a number of builders' labourers out of work, and plumbers were not working steady.

Metal, engineering and shipbuilding.—Iron moulders, iron workers and helpers found trade in a normal condition. Machinists were fairly well employed at the different shops. Boilermakers, iron ship builders, shipwrights and caulkers found work had fallen off to a considerable extent during the past month. Blacksmiths and horseshoers found steady work.

Woodworking and furnishing.—Woodworkers, upholsterers, varnishers and polishers, although working full time, found there was no room for new men. Pattern makers were working full time.

Printing.—Printers, pressmen and bookbinders found work up to the average for the season, but there were still several printers in the city out of steady employment.

Clothing.—This is not the busy season in the tailoring business, but the garment workers reported that the product of the local factories in good demand.

Food and tobacco preparation.—Bakers, butchers and meat cutters had regular employment, but the cigarmakers found trade was not as active as it was some months ago.

Miscellaneous.—Owing to the number of visitors to the city during the last few months, on account of the cheap rates existing on the boats of the C. P. R., and Inland Navigation Co., plying between this city and Puget Sound ports, the hotel and restaurant business has been in a brisk state, and it is expected this condition will prevail for some time yet.

Unskilled.—About one-half of the unskilled labourers were out of employment; a number of these were employees of different institutions, laid off through trade having fallen off.

NANAIMO, B. C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The conditions of the labour market have shown very little change during the

month, but the little change that there has been is for the better. The supply of men is still larger than the demand. The extension to the city waterworks which was begun late last month has been steadily increasing the number of men employed, and as preference is given to men who live in the city, it has relieved a good deal of the local pressure, although there are still a lot of men out of employment. The local business men reported trade as fair, but not up to the standard. There have been no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers have made good progress with haying, and reported no scarcity of help.

Fishing.—There is no activity among local fishermen.

Lumbering.—The local sawmill has not worked much during the month, and the other sawmills in the district have also been slack. There is very little activity in the logging camps, very few camps working.

Mining.—The coal mines in the district have worked a little more actively this month than during June, but there are still a number of men out of work.

Railroad construction.—Work is going ahead on the railroad extension, but there is no extra demand for men.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons reported work active. Carpenters and joiners have been well employed, as more new buildings are going up this season than for a number of years. Painters and plumbers were quiet. Blacksmiths and carriage-makers reported work active. Printers have been fairly well employed, but teamsters and expressmen have been quiet. Unskilled labour has been better employed than last month, but there are still many idle men about.

**THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907—PROCEEDINGS
UNDER THE ACT DURING THE MONTH OF JULY, 1908.**

DURING the month of July, the Department received two applications for the establishment of Boards of Conciliation and Investigation, as follows, viz.:—

1. On behalf of the employees of the Cobalt Central Mining Company, Ltd., Cobalt, Ont., being miners, engineers, carpenters and labourers; the dispute affecting, it was alleged, 105 men.

2. On behalf of the locomotive firemen and enginemen in the employ of the Canadian Pacific Railway Company.

Of applications received prior to the beginning of July, proceedings in connection with which remained unfinished at the end of June, there were the following, viz.:—(1) On behalf of the Nova Scotia Steel and Coal Company, Limited, North Sydney, N. S.; (2) On behalf of the employees of the Standard Coal Company, Edmonton, Alta.; (3) On behalf of the railroad telegraphers in the employ of the Canadian Pacific Railway Company; (4) on behalf of the employees in various branches of the mechanical departments of the Canadian Pacific Railway; (5) on behalf of the employees of the Manitoba and Saskatchewan Coal Company of Bienfait, Sask.; (6) on behalf of the members of Chignecto Lodge No. 54, Provincial Workmen's Association, being employees of the Maritime Coal, Railway and Power Company, Limited, Chignecto Mines, Cumberland Co., N. S.; (under the Conciliation and Labour Act) (7) on behalf of the members of the Freight Clerks' Union, Branches 1 and 2, Halifax and St. John stations on the Intercolonial Railway of Canada.

During the month reports were received in the case of the following dis-

putes concerning which Boards had been established, viz.:—(1) The Standard Coal Company, Edmonton, Alta.; (2) the Canadian Pacific Railway Company and employees in various branches of its mechanical departments; (3) the Maritime Coal, Railway and Power Company, Limited, Chignecto Mines, N. S.

In the Standard Coal Company case, the Board reported unanimously to the effect that the company had submitted an agreement made with the men individually, that it had been deemed, under the circumstances, inexpedient to call evidence and that the Board had therefore no recommendations to make. In the case of the Canadian Pacific Railway Company and its mechanical departments, the report of the Board was signed by the chairman and one other member and was accompanied by a minority report signed by the member of the Board appointed on the recommendation of the employees; the recommendations were accepted by the company, though with some protest, and were rejected by the employees. In the case of the Chignecto Mines dispute, the Board reported unanimously and a working agreement was effected on all points at issue between the parties concerned.

The Minister also received on August 1 a telegram from Professor Shortt, Chairman of the Board established in the case of the Nova Scotia Steel and Coal Company, Limited, and its employees, announcing the settlement of the dispute that had been referred to the Board for adjustment; the report in this case was not received in time for insertion in the present issue of the Labour Gazette.

FINDINGS OF BOARD IN DISPUTE BETWEEN CANADIAN PACIFIC RAILWAY AND ITS MECHANICAL DEPARTMENTS.

THE Department received, on July 20, the report of the Board of Conciliation and Investigation established to adjust differences between the Canadian Pacific Railway Company and the employees in certain branches of its mechanical departments. The Board consisted of Mr. P. A. MacDonald, chairman, Master-in-Chambers, Winnipeg; Mr. G. F. Galt, Winnipeg, and Mr. James Somerville, Toronto. Mr. C. P. Fullerton, Winnipeg, was a member of the Board as originally constituted, having been recommended by the company, but withdrew when the investigation had reached a certain stage, and the company not recommending a substitute, Mr. Galt was appointed by the Minister without a recommendation under sections 48 (2) and 8 (2). Mr. Somerville was appointed on the recommendation of the employees, and the chairman was appointed by the Minister, in the absence of a joint recommendation from the other members of the Board.

The report received in the Department was signed by the chairman and Mr. Galt, and was accompanied by a minority report from Mr. Somerville. The report of the Board and the minority report agreed on a number of points, but differed particularly on (1) the classification of boilermakers; (2) the adjustment of grievances; (3) the apprentice question; (4) hours of work in roundhouse, and (5) the question of one schedule for the system. Copies of the report and the minority report were forwarded to the parties concerned, with the request that they would inform the Department of their views thereon, respectively. The Department received a telegram from Mr. Wm. Whyte, of Winnipeg, 2nd Vice-President of the Canadian Pacific Railway, on July 25, and a confirmatory letter subsequently, stating in effect that although the findings of the Board were not acceptable to the company in a number of particulars, the 2nd Vice-President was prepared to accept the report for the western

lines of the railway. A communication to a similar effect was received from J. W. Leonard on behalf of the eastern lines of the railway. On July 31, the Department received word from the employees that the findings of the Board were not acceptable to them.

Nature of the Dispute.

The application in this case was received in the Department on April 28.

The locality of the dispute was stated in the application to be along the eastern and western lines of the railway, but the application set forth the dispute only in the case of the employees on the western lines. The trades enumerated in the application as being concerned in the dispute were as follows: Boilermakers, Eastern and Western lines, members of the Brotherhood of Boilermakers and Iron Shipbuilders of America; machinists, Eastern and Western lines, members of the Inter. Association of Machinists; iron moulders, Eastern and Western lines, members of Iron Moulders' Union of North America; blacksmiths and helpers, Fort William to Vancouver, members of the International Brotherhood of Blacksmiths and Helpers; boilermakers' helpers, Fort William to Broadview, members of Boilermakers' Helpers' Union No. 127; specialists and helpers of various trades mentioned, Western lines, members of Federal Unions Nos. 12, 14 and 15; specialists and helpers of various trades mentioned, Pacific Division, members of Federal Union No. 23; machinists' helpers, members of Machinists' Helpers' Union No. 12610, all in the employ of the Canadian Pacific Railway Company.

The approximate estimate of the number of employees affected, or likely to be affected, was 1,770 directly and 1,600 indirectly.

The nature and cause of dispute were set forth in the application as follows:—

"On April 1st instant, Canadian Pacific Railway Company served notice of its intention to cancel on May 1st prox., the

agreements existing between it and the employees in its mechanical department on Western lines, the said employees being organized according to the different trades represented by them as hereinbefore stated. In effect, the said notice provides for (i) contemplated reduction by company of wages on and after May 1st. This is borne out by the fact that a number of employees affected by said notice have since received further notice of reduction in wages to take effect May 1st; (ii) cancellation of articles covering trade protection; (iii) cancellation of articles covering rights of committees of employees to meet company's officers on behalf of men; (iv) removal of restrictions on number of apprentices, and the cancellation of clauses covering advancement of apprentices. The employees object to cancellation of existing agreements and contend that such agreements should continue to remain in force."

The employees say that the action of company in giving such notice constitutes an attempt on its part to deal with sections of particular trades at different times, and is intended to weaken, and has the effect of weakening unfairly, the position of the employees in their negotiations with the company. The employees further claim that it is the intention of the company to cancel existing agreements on Eastern lines as soon as differences on Western lines have been settled. The employees maintain that agreements on both Eastern and Western lines should be considered and settled at one and the same time.

Notice has been given to company on behalf of employees, members of Inter. Association of Machinists and Brotherhood of Boilermakers and Iron Shipbuilders of America, of their desire to amend at the present time existing agreements on Eastern lines, because they believe it will be only a short time until the company asks for such amendment.

The said employees, machinists and boilermakers each have one organization covering employees on company's entire system, all of whom have expressed their intention of ceasing work in the event of Eastern agreements not being

considered with, and at the same time as Western agreements, or in the event of differences re agreements on Western lines not being satisfactorily adjusted.

The parties signatory to the application were the following, namely:—

W. McFarlane, President District No. 30, Boilermakers and Iron Shipbuilders of America; William Henry, Secretary-Treasurer District No. 30, Brotherhood of Boilermakers and Iron Shipbuilders; Bell Hardy, President, and James H. McVety, Secretary District No. 34, Inter. Association of Machinists; Osborne L. Wark, President, and William Mossop, Secretary, Iron Moulders' Union; William Marshall, Chairman, and Robert Anderson, Secretary, Blacksmiths' and Helpers' Committee; Thos. Gray, Chairman, and James Moore, Secretary, Boilermakers' Helpers; Edward Taylor, Chairman, and John Chapman, Secretary, Federal Unions 12, 14 and 15; Bell Hardy and Jas. H. McVety, representing Federal Union No. 23 and Machinists' Helpers' Union 12610.

The Board was duly appointed, and the enquiry was commenced on May 18. Shortly afterwards, the question arose whether the investigation should include the Eastern as well as the Western lines. The chairman, after having allowed an argument on this point by counsel before the Board, decided that it was impossible to adjust the dispute of the Western lines without at the same time inquiring into conditions with relation to the Eastern lines, and the chairman so reported to the Minister. Mr. Fullerton thereupon withdrew from the Board, and Mr. Galt was appointed as above stated. The enquiry was resumed on June 3, and continued until July 8, the Board proceeding to Moosejaw, Sask., on June 22, to take evidence there, and returning and resuming sessions at Winnipeg on July 2.

The Department received from the applicants on June 8, a request that the original application might be amended by including within the scope of the Board's investigation the western carmen, and this request being supported by the usual statutory declaration, was duly complied with.

The investigation was by much the longest and most exhaustive held under

the Industrial Disputes Investigation Act, the Board hearing evidence freely on the various points brought before it, several of which were of a technical or complicated nature. The decision of the Board that the Eastern lines came within the scope of the investigation made the number of those directly or indirectly concerned in the dispute much larger than the original estimate, the increased number being placed at about eight thousand. Several important officials of the labour organizations concerned were present throughout the proceedings, as also were some leading officials of the Canadian Pacific, Western division.

The communications received from the Canadian Pacific with reference to the findings of the Board were as follows, being from representatives of the Western and Eastern managements respectively:

FROM THE WESTERN DIVISION, C. P. R.

Winnipeg, July 24th, 1908.

(At Banff.)

F. A. Acland, Esq.,
Secretary, Department of Labour,
Ottawa, Ont.

Dear Sir,—

I am in receipt of your letter of the 20th inst., enclosing majority and minority reports of the Conciliation Board, the majority report being, I assume, the report of the Board.

From the evidence submitted of facts as they existed prior to and at the time of the meeting of the Board, the company expected a decision fully upholding the views and contentions of the company. Insofar as the decision does not do so, it is not satisfactory to the company, and although the company still contends that the position it took and the views it held and contended for are in their entirety correct, nevertheless, for the purpose of assisting in carrying out the spirit of the Act, the company will accept the decision of the Board.

I accordingly telegraphed you to-day as follows:—

“Your letter of 20th instant enclosing majority report of the Conciliation Board received. While such report does not

find in favour of the company a number of its well founded contentions, and is not to that extent satisfactory to the company, nevertheless, to assist in carrying out the spirit of the Act, I accept that portion of the decision relating to matters on Western lines, and will confirm by letter.”

This I now beg to confirm.

Yours truly,

(Sgd.) W. WHYTE,
Second Vice-President.

FROM THE EASTERN DIVISION, C. P. R.

Canadian Pacific Railway Co.,
Eastern Lines,
Office of the General Manager.

MONTREAL, July 29th, 1908.

F. A. Acland, Esq.,
Acting Deputy Minister of Labour and
Acting Registrar of Boards of Con-
ciliation and Investigation,
Ottawa, Ont.

Sir,—

In the matter of the Industrial Disputes Investigation Act, 1907, and in the Matter of Certain Differences between the Canadian Pacific Railway Company and Employees of its Mechanical Departments.

Adverting to the report to the Honourable the Minister of Labour of the Board of Conciliation and Investigation established for the adjustment of differences between the Canadian Pacific Railway Company and certain branches of its mechanical departments forwarded with your letter on the 20th inst., and acknowledged by Mr. Beatty on the 21st inst., I beg to advise you that under all the circumstances, and with a view to complying with the spirit of the Act, this company is prepared to accept the recommendation of the majority of the Board so far as these recommendations are applicable to the company's Eastern Lines.

You have already received from Mr. Wm. Whyte, this company's second Vice-President at Winnipeg, an intimation that the report of the Board will be accepted by him on behalf of the company's Western Lines, and while we consider that the company's contentions

have not in some respects been given full consideration by the members of the Board, we are prepared to accept it in toto in order that the work of the Board may not be rendered nugatory and the object of the Act thereby defeated.

We are also prepared to accept the suggestion of the Board that its recommendations be given effect to as and from the first of August prox.

I have the honour to be, Sir,

Your obedient servant,

(Sgd.) J. W. LEONARD,
General Manager.

FROM THE EMPLOYEES.

The Department received, on July 31, the following telegram on behalf of the employees:—

“WINNIPEG, MAN., 31st July, 1908.
“Registrar Board of Conciliation and Investigation Dept. Labour,
Ottawa, Ont.

“Findings of Arbitration Board on C. P. R. disputes not acceptable to employees on either Eastern or Western lines.

THOS. J. MURRAY.” (*)

Report of the Board.

The text of the report of the Board, signed by Messrs. P. A. MacDonald, Chairman, and G. F. Galt, is as follows:—

In the Matter of the Industrial Disputes Investigation Act and certain of the employees of the Canadian Pacific Railway Company.

We, the members of the Board of Conciliation appointed to inquire into this matter, beg to report as follows:—

Following the interim report of the Board, as originally constituted, Mr. G. F. Galt having been appointed by the Honourable the Minister of Labour under Section 48 of the Act, to fill the vacancy caused by the withdrawal of Mr. C. P.

Fullerton, the Board, as at present constituted, met on the third day of June, 1908, and on the fourth day of June, 1908, began the taking of evidence at Winnipeg upon the various questions before them.

On the twenty-second day of June the Board proceeded to Moose Jaw, Saskatchewan, to hear evidence there, returning and resuming its sittings at Winnipeg on the second day of July, the evidence being finally concluded on the eighth day of July.

After further negotiation and discussion, the Board is enabled to find as follows:—

The dispute in question arose from the action of the Canadian Pacific Railway Company notifying its employees in the mechanical department on the Western Division of its road, of the termination of certain agreements, which were then in force, and which fully embraced the relations between the company and these particular employees.

In substitution therefor, the company presented a set of Rules for the government of its employees in the several trades

The differences between the agreements in force and the rules proposed are as follows:—

1. Rule as to the definition of the machinists and boilermakers.
2. Rule as to the method of dealing with grievances.
3. Rule as to the proportion of apprentices to journeymen in each trade.
4. Rule as to the method to be employed for reducing time in shops, where a reduction in the amount of work to be done necessitates either the cutting down of the staff, or the shortening of the hours of labour.
5. Rule as to the make-up of the crews required in cases of wrecks.
6. Rule as to the hours of labour in roundhouses.
7. Rule regarding the duties of helpers to machinists.

Taking the questions in the above order, the Board finds:—

1. That the definition of the Machinists' Trade should be altered by eliminating the clause, “Drill presses, where a

*On August 5, it was reported in the press that the employees in the various departments affected had suspended work.

boring or facing tool is required, shall be operated on such work by machinists or apprentices."

2. For the old definition of a boiler-maker, the company submit the following:—

First-class Boilermakers to do testing, laying-out, fitting-up and patching.

Second-class Boilermakers to do rivetting, caulking, stay-bolting and tender work.

Tubers, front end and back end.

Netting and ashpan men.

On this question the Board finds in favour of the company. The result of this finding being to add a class, No. 2, to this trade, it becomes necessary to fix a rate therefor, and the Board accordingly fixes such rate at forty cents per hour.

On the question of the disposition of grievances, the company at first claimed that no committees should be recognized; but during the progress of the proceedings submitted that they would be satisfied to allow a clause similar to the provision in the agreement between the Engineers and the company.

The Board finds that the men have abundantly proved that they are entitled to committee representation, and recommends the adoption of the following clause as effective, fair and just:—

"Employees having grievances, either specific or of a general nature, may present the case to his proper officer. If investigation is desired, the aggrieved party or another employee representing him, may, during work hours, arrange with the foreman for same. Investigation to be held within forty-eight hours after such application, and in case a satisfactory adjustment cannot be made, the case may be referred to the next higher officer of the Department until the manager is approached. If, after investigation, the employee is found blameless, he will be paid for all time lost."

In all the trades the proportion of apprentices to journeymen has been fixed at one to five, and one for the shop. The evidence adduced before us shows that in all trades, excepting that of the ma-

chinists, there is no injustice being worked on either side, because the number of applicants for positions does not exceed the ratio provided.

In the case of the machinists, the evidence is that a large number of applicants are prevented from learning this trade by reason of the limitation contained in this rule. Evidence was given to show that the work in the shops would not permit of a larger number of apprentices obtaining a proper knowledge of this trade. But this Board is of the opinion that the proportion might be enlarged and made one to four, and one for the shop, without injuring the education of such apprentices, and that the necessity for skilled labour, and the desirability of retaining and developing the boys of the country, rather than importing foreign mechanics, are features which compel attention and justify the Board in favouring this increase.

The rule regarding the reduction of expenses, at present in force, provides for a reduction in time of the whole staff, all the men being satisfied to accept a proportionate reduction in their earnings, rather than that any should be discharged.

The company wish to abolish this provision entirely, in order to permit of a reduction of the staff, but retaining the full day's work for those remaining in the employment.

This Board recommends that no change be made in this rule.

By rule in the Machinists' Schedule, it is provided that in case of wrecks, where it is necessary to disconnect or replace engines on track, two machinists shall accompany the wrecking crew. The company claim that this clause should be taken out, and on this point the Board find in favour of the company.

The company asked to have changed the rule with regard to the working hours as applied to roundhouses.

At present, work begins at 7 a. m. and ends at 17 o'clock. It is proposed that the men shall work in shifts, some beginning at 7 a. m., as at present, and ending at 17 o'clock, and others commencing at 8 a. m. and ending at 18 o'clock. The object of this change is to secure continued work in the roundhouses, with a

diminution in overtime, a similar arrangement to apply to the night men.

No good reason being advanced against this proposal, the Board recommends that this change be made.

The company ask that helpers to machinists should be allowed to use tools, under the direction of the machinists. The Board is not able to recommend this change.

It is the understanding of the Board that, except in so far as the present schedules are altered by the rulings as above, they shall continue in force.

At the time when this Board was constituted, the differences between the company and the employees on the Eastern division of the road as to the details of their schedules had not been presented for consideration. Subsequently, the differences having reached a stage where the provisions of the Act could be invoked, application was made to the Department to have the Board deal therewith; the Minister of Labour, by letter, referring the matter to the Board, if, in its discretion, the questions could properly be decided at the same time with those already under consideration.

The questions above reported upon are questions which are in dispute between the company and the men in the East equally with those on the Western division, and this Board recommends that its findings should apply to the persons interested in the dispute in the East.

One other question remains for disposition, affecting only the employees on the Eastern Division, that is, the question of the right to a nine-hour day, instead of a ten-hour day, with the rate of pay increased to make the earning capacity of the men under the nine-hour day equivalent to that under the ten-hour day provision.

The position of the company as presented to us on this question is, that if the companies who are their competitors in business grant the nine-hour day in the East, that they will raise no objection to granting this application of their men.

This statement of the company, coupled with the knowledge of the Board, that the present conditions of business

in this country are not such as to justify employers in increasing wages, enables this Board to dispose of that question by refusing to recommend that the change asked for be allowed. But this Board desires to express its confidence that the Company will, as soon as they may, without injustice to themselves, change the working hours of their men from ten to nine hours a day, with a corresponding increase in pay, along the Eastern Division of its road.

The question of the method to be adopted in the framing of agreements between the company and the men, whether the Eastern Division and the Western Division should be treated with at the same time, is one presented to the Board for consideration.

After thorough discussion, it appeared that the wishes of the men were to deal by single committee with all trades at the same time and place.

The company have explained that they have no objection to dealing with the men through one committee, but that on their part it will be necessary that this committee should meet with the officials of the company having to do with Western interest, at Winnipeg, and with the officials of the company having jurisdiction over its Eastern matters at Montreal.

The differences between the two parties to this reference, as above set forth, is so slight that the Board feels justified in holding that the schedules should be arranged by negotiations at Winnipeg and Montreal, to be consummated at a time agreed upon.

During the progress of the reference, a further application was received from the carmen, employees of the Company, to be included amongst the employees interested in these proceedings.

The question was referred by the Minister of Labour to the Board for their consideration, and the company agreeing thereto, it is considered that the Carmen are entitled to the benefit of the findings of the Board as above.

The company, in the event of their position with regard to the abolition of the flat rate not being upheld, claim a decision of this Board, that the flat rate should be reduced to the extent of two half

cents per hour, and they have given evidence showing that the rate at present paid by the company to their employees is higher than men outside the service of the company are able to obtain.

However, in the answer of the company to the Registrar, it is stated that under the sliding scale proposed, approximately ninety-five per cent of the employees would receive the same wages as they are now receiving.

The Board, therefore, does not feel called upon to give any recommendation for a reduction in rates.

It is recommended that the settlement should commence on the First day of August A.D. 1908, and should continue until the First day of May A.D. 1909.

(Sgd.) P. A. MACDONALD,
Chairman.

(Sgd.) G. F. GALT,
Arbitrator.

Dated at Winnipeg, in the Province of Manitoba, this Sixteenth day of July, A.D. 1908.

The Minority Report.

The text of the minority report, signed by Mr. James Somerville, is as follows:—

Minority report as to the finding of the Board of Conciliation appointed to investigate the differences existing between the Canadian Pacific Railway Company and certain of its employees.

I, Jas. Somerville, being unable to agree to the findings of the Board as submitted to the Department, beg to report as follows:—

1. (a). Taking the questions in the order set down in the report, I submit that: The operation of a boring bar in boring and turning on any kind of a machine where sizing is to be done being recognized generally as machinists' work, no good purpose can be served by eliminating the specific clause. The evidence of the company has not shown any great advantage to be gained, while on the other hand, unnecessary disputes may arise through the change.

1. (b). There is no justification in fact for the grading of boilermakers to what is termed class No. 2. The evidence be-

fore the Board all goes to show that in general practice a boilermaker is a boilermaker, competent to do any part of boilerwork, although in some instances the work is classified for the purpose of increasing the output. In such instances the evidence showed overwhelmingly that a flat rate prevailed in railway service without distinction as to what grade of work a boilermaker might be doing.

The classification proposed tends to increasing the number of what is termed "Specialists"—men with a knowledge of only part of a trade—and a corresponding decrease in the number of allround mechanics. It places in the hands of foremen as powerful a weapon as the "Sliding Scale," and may be used just as unscrupulously.

The Board finds against the sliding scale and against a reduction in wages, but the introduction of this classification effects both, and is therefore misleading to the public.

For instance:—

Taking the evidence of the company's witnesses, and Typewritten Exhibits, 19 Boilermakers out of the 36 employed in the Winnipeg shops, over 50 per cent, are reduced $3\frac{1}{2}$ cents per hour immediately.

Actual practice under the proposed classification reduces the number of what is termed First Class Boilermakers to 8 in the Winnipeg shops, which means that at least 70 per cent of the total employed can be reduced to the Second Class with a $3\frac{1}{2}$ cent per hour cut in wages.

The evidence of the company went to prove that not more than 4 of the First Class will be recognized in outside shops such as Moose Jaw and Fort William.

At this ratio 22 out of the 30 men employed between Fort William and Broadview in the boiler trade, or over 70 per cent, are cut $3\frac{1}{2}$ cents per hour.

Between Broadview and Kamloops, of the 52 men employed, 38 or 70 per cent are cut $5\frac{1}{2}$ cents per hour.

Kamloops to Vancouver, where 11 men are at work, 7 or approximately 70 per cent are reduced $4\frac{1}{2}$ cents per hour.

The same classification carried into effect on the Eastern Lines as recom-

mended by the Board means a sweeping reduction among the boilermakers there.

The principle once admitted can be carried into any and all trades, destroying the men's earning powers through the lessening of the skill required to do a particular part of the boilerwork or a single part of what goes to make up what is recognized as a skilled trade. The all-round workman so much in demand at the present time will pass away entirely as he becomes less a man and more of a machine.

The finding of the Board in this respect is a contradiction to other findings in the report—absolutely unfair and misleading.

My report is against any change in the definition of a boilermaker.

2. Adjustment of grievances:

I submit the following as fair and equitable:

Employees having grievances, either specific or of a general nature, may present his case to the proper officer. If investigation is desired, the aggrieved party or the chairman of the Shop Committee, may, during shop hours, arrange with the foreman for a meeting with the Shop Committee. If immediate investigation is not desirable, the foreman will remove as far as possible the cause for dispute, pending the investigation, which must be held within 24 hours after such application. If a satisfactory adjustment cannot be made, the case may be appealed to the highest officer.

If after an investigation a man is found to have been unjustly discharged or suspended, he shall be re-instated and paid for time lost.

In connection with this article, there is one subject upon which the Board is silent, and which in my judgment should be commented upon in no measured terms.

When a grievance or dispute arises between a foreman and an employee under his charge, it is the practice for the foreman to first tell his story to his superior, who afterwards hears what the aggrieved or committee has to say. The foreman is not called upon to face the accused, or accuser, as the case may be. The investigation thus becomes a farce.

Instances were given before the Board, of investigation being refused in order to protect the foreman from exposure.

This condition has continued to such a length that evidence taken before the Board under oath charging a foreman with falsely maligning a man and actually tampering with his work for the purpose of discrediting him as a mechanic, is of no moment. That he should boast of the company upholding this nefarious practice is a question not worthy of contradiction. That a master mechanic should repudiate an undertaking given over his signature, in a statement to the men, and then make a directly contradictory one to the Board under oath, is of so little consequence to those higher in authority that relationships continue unchanged.

Nothing worthy of refutation was the reply of the company's representative: nothing of moment.

If a proper relationship is to be established between the men and the company, this condition will have to be changed, and the evidence presented to the Board places the onus on the company.

3. In the apportioning of the number of apprentices to the trades as one to four, the Board undertakes to upset offhand a general rule adopted throughout the North American Continent in 1898, and recognized wherever an agreement is in existence with the trades to-day.

If the question was one of first principles—whether it is right to place any limitation or not—then I could understand the attitude assumed by the Board, but I cannot concur in a finding arrived at without data or evidence. I submit the Board is not competent to judge of the fairness or unfairness of one to four or one to five, granted there should be any limitation.

6. Changing of working hours in round-houses:

While the system of lapping of hours does not commend itself, a trial of a few months will prove its effect or ineffectiveness as an eliminator of overtime, and without favouring the principle, I recommend that it be put in effect during the life of the proposed agreement.

Life of proposed agreement:

I favour the usual 30 day clause for annulment, but if a longer period is desirable in the public interest, one year from date of acceptance would be reasonable.

On the other questions before the Board I am in accord with its findings, except on the one schedule for the system proposition, and the application of the Eastern men.

No evidence has been taken on either question, and the action of the company in holding out a compromise at this time is to my mind based on the principle of "settle out of Court, before Judgment is

rendered," and its acceptance by the Board prevents further exposure and a strengthening of the men's contention.

The Board in my opinion is not justified in refusing evidence on these two important questions, for the only justification possible is in the strong opposition advanced by the company to the procedure.

The men on the Eastern have as much right to having their conditions investigated as the men in the West, and in this respect I dissent from the finding of the Board.

Respectfully submitted.

(Sgd.) JAS. SOMERVILLE.

II. UNA MOUS REPORT PRESENTED BY BOARD IN CASE OF STANDARD COAL COMPANY DISPUTE.

THE Department received on July 22, the report of the Board of Conciliation and Investigation established to adjust the differences between the Standard Coal Company of Edmonton, Alta., and its employees. The report was unanimous in character, but represented that when the Board met, the employing company submitted an agreement which had been made with the men individually, that it had in consequence been considered inexpedient to call for evidence, and that the Board had therefore no recommendations to make. The Department understands that in the meantime work is proceeding on the lines of the agreement effected.

The Board in this case was composed as follows, the Honourable Mr. Justice Taylor, Edmonton, Alta., Chairman; Mr. Frank B. Smith, Edmonton, recommended by the employing company; Mr. F. H. Sherman, recommended by the employees. The chairman was appointed in the absence of a joint recommendation from Messrs. Smith and Sherman. The application was received in the Department on May 2, but was not regarded as being in due form until May 19, when the Board was established.

The application was on behalf of members of District No. 18 of the United Mine Workers of America, being employees of

the Standard Coal Company of Edmonton, Alta., and was signed by T. E. James, District organizer for Northern Alberta of the United Mine Workers of America, and J. J. McDevitt, recording secretary, Local Union No. 2540, United Mine Workers of America. The mine to which the application relates is a small property in the suburbs of Edmonton, and the differences set forth in the application relate to wages and general conditions of work. Twenty people were stated to be affected by the dispute. The company in its statement in reply urged that the mine officials and the employees had several times during the preceding two months tried to frame a new schedule of wages, but had not been able to reach an agreement for the reason that under the prevailing rates at coal mines in the district, the company was unable to compete in the market and maintain its present contracts at a living profit. The company claimed also that there had been no complaints as to the conditions surrounding the workmen in the mine, and that a number of men had notified the company of their withdrawal from the Union, being dissatisfied with union methods. The Board was then duly established as above stated.

The text of the report presented by the Board is as follows:—

EDMONTON, ALTA., July 11, 1908.

Sir:—

In the matter of the Industrial Disputes Investigation Act, 1907, and in the matter of certain differences between the Standard Coal Company of Edmonton and its employees.

We have the honour to inform you that the Board as constituted met and organized this forenoon, and had an informal conversation over the matter.

In the afternoon the Board met with representatives of the company and the employees. The company submitted an agreement made with the men individ-

ually, and the Board, after consultation and after hearing what was alleged by both parties, decided that it would not be expedient to call evidence under the circumstances.

The Board therefore have no recommendations to make in the matter.

We have the honour to be, Sir,

Your obedient servants,
(Sgd.) HEDLEY C. TAYLOR,
F. H. SHERMAN,
FRANK B. SMITH.

The Honourable the Minister of Labour,
Ottawa, Ont.

III.—UNANIMOUS REPORT OF BOARD ESTABLISHED IN CASE OF CHIGNECTO MINES DISPUTE—REPORT ACCEPTED AS WORKING BASIS.

THE Department received on July 27, the report of the Board of Conciliation and Investigation established to adjust the differences between the Maritime Coal, Railway and Power Company of Chignecto Mines, N. S., and its employees. The report was unanimous in character and stated that an agreement had been arranged between the company and its employees as to the majority of the points at issue, while on the other points the Board had unanimously reached a basis of agreement. The report of the Board comments on the conciliatory attitude of all concerned. The final clause of the report recommends that the agreement should continue in force for two years from July 31, 1908. An appendix to the report contains a written acceptance of the recommendations on the part of the employees, and a statement from the company that it would not agree to accept the decision "as from present indications it looks as though there must be a reduction in the cost of producing coal in this province in the near future." In the meantime it is understood that operations are proceeding on the basis recommended by the Board.

The application in this case was received on June 25, from representatives of Chignecto Lodge No. 54, Provincial Workmen's Association. The applica-

tion was signed by Christopher Cameron and Ronald Buxton, master workman and secretary respectively, of Chignecto Lodge. The number of men reported concerned was 200. The differences were said to relate to wages and conditions of labour. The wage claimed was set forth in detail in the form of a proposed agreement. The company submitted a reply in which a counter proposition was made with respect to wages, and intimating a desire to discuss the general question of wages with a commission representing the Lodge. The Minister duly established the Board, appointing Mr. Brunswick B. Barnhill, of Two Rivers, County of Cumberland, N. S., on the recommendation of the company, and Mr. R. B. Murray, Springhill, N. S., on the recommendation of the men. Rev. W. Charles Wilson, Springhill, N. S., was appointed on joint recommendation of Messrs. Barnhill and Murray. The Board met at Maccan, N. S., on July 14; at Chignecto Mines, N. S., on July 15, 16 and 17; and at Amherst, N. S., on July 23, 24 and 25.

The report of the Board contains a complete new schedule as recommended.

Report of Board.

The text of the report is as follows:—

In the matter of the Industrial Disputes Investigation Act 1907, and in the matter

of a dispute between Chignecto Lodge No. 54, Provincial Workmen's Association, employees, and Maritime Coal, Railway and Power Company, Limited, employers.

The Board composed of B. B. Barnhill, representing the employer, R. B. Murray representing the employees, and Rev. W. Charles Wilson, chairman, met at Maccan on the morning of July 14th, at which time and place the members of Board took the required oaths of office, and the business of arranging the mode of procedure, and places and plans of meetings were decided on.

On the afternoon of the same day, the second sitting of the Board was held at Orange Hall, Chignecto Mines, and the evidence of several witnesses was taken. Subsequent meetings, comprising two sessions each day were held on the 15th, 16th and 17th of July at the same place. Adjournment was had on the evening of the 17th for the Board to reconvene at Amherst on the 23rd of July at 2.30 o'clock p.m. for perusing and weighing the evidence, in the endeavour to arrive at a satisfactory and unanimous decision, and for the further purpose of preparing a report on the matters submitted to them. On July 23rd and 24th two sessions of the Board were held each day in accomplishment of this purpose and a half day session was held on July 25th.

The nature of the case in dispute between the parties was in respect to a proposed agreement comprising 33 sections for prices to be paid at the Chignecto Colliery, and with respect to other matters governing the relations between the company and the lodge and fully set out in the following schedule:

No. 1. All the employees to become members of Chignecto Lodge No. 54, P.W.A.

No. 2. No employees to be discharged unless the case is referred to Managing Committee of said Lodge.

No. 3. Company to send clean coal to its employees.

No. 4. Responsible man to take tallies off boxes.

No. 5. Houses to be kept in repair by company and rent reduced.

No. 6. Number of bank hands arranged according to quantity of coal turned.

No. 7. All bank hands to cease work at 5 p.m. after that time to be paid extra.

No. 8. No boy allowed to perform a man's work.

No. 9. Company to keep a proper supply of water for use of tenants.

No. 10. All outside labourers and mechanics to be granted an advance of fifteen per cent from the date hereof.

No. 11. In the event of closed lights being introduced into the mine, sufficient compensation to be allowed for such.

No. 12. Miners to be paid ten cents per prop, fifteen cents per boom, five cents per yard, for laying roads in boards or long wall, sixty cents per butt, butts four feet square, forty-five cents per butt when bench is not taken up.

No. 13. All stone in excess of four inches to be paid at the rate of five cents per inch per lineal yard.

No. 14. All heads to be paid at the rate of \$1.50 per yard up to 35 feet, over 35 feet \$2.00 per yard.

No. 15. Sufficient supply of tallis to be given each miner.

No. 16. No employee to be sent home who refuses to work at any other work than his own.

No. 17. That the "butty" system be abolished, except when the men desire one.

No. 18. No work to be set by tender except balances.

No. 19. Two cents per box to be paid extra when boxes have to be teamed over 350 feet, over 450 feet 1 cent per box in addition for every 50 feet.

No. 20. Employees to be given a time sheet every fortnight.

No. 21. Docking system to continue as now in force.

No. 22. All coal to be paid at the rate of 70 cents per ton in tight work, 60 cents per ton long wall and pillar.

No. 23. Riding rakes to be put on 6.15 a.m., and all men to be given tickets as they come on bank in the morning, men to be at bottom of mine by 7 a.m. Riding rakes to be put on at 3.45 during the week, Saturdays at 3.30 p.m.

No. 24. When management know the night before that the following day is to be an idle one, whistle to blow at 9 p.m. which will be signal the mine will be idle the following day.

No. 25. The following days to be considered holidays, viz., Labor, Dominion Victoria, and Christmas Day.

No. 26. Any special work between 12 Saturday night and 12 Sunday night to be paid at rate of time and a half.

No. 27. That a paper hang at tally house showing each day's coal, such paper to be hung up not later than the following morning.

No. 28. Company to supply the following tools to miners, picks, drills, shovels, stemmers and needles; worn out or broken tools when returned to store to be replaced free of charge, and picks, drills and augers to be sharpened by company free of charge.

No. 29. Tools maliciously damaged or lost by workmen to be paid for by workmen. Pick handles ten cents each. When a man leaves company's employ, the value of any tool not returned shall be paid for by him.

No. 30. If any employee is absent on whom depends getting out coal, such as landing tender, etc., the officials shall fill his place for the day by an employee selected from the works. On such occasion the rate paid shall be the same as such employee is receiving at his regular work, but not to exceed \$2.00 per day.

No. 31. In case the mine knocks-off during the day, riding rakes to be put on at 9.30 a.m. per quarter day, 12.30 for 1-2 day, 2 p.m. for 3-4 day, after 2.30 p.m. full day to be allowed.

This clause to apply to underground men and boys engaged in getting out coal, unless it is necessary to get out coal already mined or for development work, when they shall continue the same as if the mine had not knocked off.

No. 32. Driving levels \$3.50 per yard and paid for coal.

No. 33. This agreement to continue in force for the period of 2 years.

To this schedule the company made the following statement in reply:—

Officers and Members of Chignecto, P.W.A.
Chignecto, N. S.

Gentlemen:

We beg leave to notify you that we have decided to establish a price for pillar and long wall work at Chignecto, which will take effect on the first day of June, 1908.

We herewith submit same to you for approval.

Pillar both east and west 25 cents per box. Stone 5 cents per lineal yard of pillar for all stone in excess of six inches.

Long wall 27 cents per box for coal, 40 cents for butts where bench is lifted and 25 cents for butts where bench is not taken out.

We would furthermore like to meet your committee and discuss the matter of general wages, as we feel we would be obliged to ask you for a general reduction from last year's prices to enable us to continue our work at Chignecto.

Last year with present rates we made no money, this year coal has dropped 25 cents per ton, and we will be obliged to get concession to meet this.

We wish to meet you frankly on this question and see if we cannot get at a mutual arrangement for a reduction in the cost of producing coal.

The members of the Board are pleased to state that owing to the conciliatory attitude of all concerned, coupled with the patient efforts of the Board, the following sections in the schedule were ultimately eliminated or mutually amended and agreed upon, viz.: Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 27, 28, 29, 30, 31. Such eliminations and amendments agreed upon are as follows:

No. 1. Eliminated, and the Board places the following on record with respect to it.

"The Board viewed with much satisfaction the apparently very cordial and friendly relations which subsisted between the employer and employees at this colliery, and deem it inexpedient to interfere in the matter, further than to state its recommendation and hope that such happy relations may continue. It is the opinion of the Board, from the evidence

adduced, that it would be unnecessary to incorporate this section in any schedule of agreement between the parties."

"No. 2. Eliminated, and the following is substituted therefore:—"On the suspension of an employee for any infraction of the mine rules or for any other cause the employee within thirty-six hours after such suspension shall have his case referred to the General Manager or his representative and a Committee of the Lodge, and the finding in such case shall govern. And the Board recommends that in all such cases so to be referred the suspended employee should first place his case before the manager for adjustment. Nothing in this recommendation shall mean an extension of the time for a hearing before the General Manager or his representative and the Committee of the Lodge."

No. 3. Agreed upon, and the Board defines 'Clean Coal' to mean the same as coal customarily sold to the public."

No. 5. The following substituted:—"Company shall keep the houses in repair at present rent rates. Tenant employees shall not be liable for damages or repairs to houses previous to 1st April, 1908."

No. 9. The following substituted, "Company to keep a proper supply of water for use of tenants, but employees shall not maliciously or negligently injure or destroy the pumps."

No. 10. In lieu of this section, the following advances are recommended for the classes of outside labour as named. "Ash wheelers from \$1.35 to \$1.50, screen men \$1.35 to \$1.50, box car loaders \$1.40 to \$1.50, bank men \$1.40 to \$1.50."

No. 12. The following is substituted "For laying roads in tight bords or long wall, when miners carry the rails, 10 cents per yard, and nothing to be paid if rails are delivered at bord end or gateway of long wall. Butts 4x4, 50 cents each when bench is taken out and 30 cents each for butts on the bench. The Board is of opinion that the claim made for payment for timber in coal mining is as a rule legitimate, but in this instance it is evident that such payment for timber has been part of the consideration of the rates paid per car."

No. 13. The following is substituted in view of the conditions obtaining at this

colliery "All stone in excess of 6 inches on the bench to be paid for at the rate of 5 cents per inch per lineal yard."

No. 14. The following is substituted, "All heads to be paid for at the uniform rate of \$1.50 per yard."

No. 19. The following is substituted, "2 cents per car to be paid extra when cars have to be pushed over 350 feet."

No. 20. Amended as follows: "Employees to be given a time sheet every half month."

No. 29. Amended by striking out the word 'maliciously' in the first line and substituting 'negligently' therefor.

No. 30. Amended by striking out the word 'shall' in the second line and substituting the word 'may' therefor.

The following sections in the application for this reference, that is to say, 4, 6, 7, 8, 11, 15, 16, 17, 18, 21, 22, 23, 24, 25, 26, 27, 28, 31, and 33 were mutually agreed upon between the parties during the sittings of the Board, the Board making short adjournments from time to time in order to bring about this conciliatory result. The Board naturally confirms these sections and recommends their adoption.

The remaining sections of the application, viz.: 7, 11, 16, 17, 18, 22, 26, 32, and 33 were disposed of by the Board as follows:—

No. 7. Eliminated, on the grounds that in the opinion of the Board it was beyond the powers of the Board in this instance to lessen the hours of labour.

No. 11. Eliminated, on the ground that the Board would not adjudicate on non-existent or prospective disputes.

Nos. 16, 17 and 18. Eliminated, by the employees through the recommendation of the Board.

No. 22. Eliminated, by the Board on the ground that the company, having no scales on their bankhead to weigh coal, payment for same therefore cannot be made by the ton. "The N. S. Mines Act" provides for the installation of scales.

No. 26. The Board recommends the adoption of this section as set out in the application.

No. 32. The Board recommends with respect to this section, as follows, "Driving levels \$3.50 per lineal yard and paid

for coal, mine bord \$2.00 per lineal yard and paid for coal."

No. 33. The Board recommend the adoption of this section as set out in the application.

NEW SCHEDULE RECOMMENDED.

The Board recommends the following as the new and complete schedule and is their unanimous finding on the points in dispute.

"Agreement between the Maritime Coal, Railway and Power Company, Limited, and Chignecto Lodge No. 54 P.W.A., with respect to prices to be paid at the colliery and with respect to other matters governing the relations between the said company and the said lodge."

No. 1. On the suspension of an employee for any infraction of the mine rules or for any other cause, the employee, within 36 hours after such suspension shall have his case referred to the General Manager or his representative and a committee of the lodge, and their finding in such cases shall govern. In all such cases so to be referred the suspended employee shall first place his case before the manager for adjustment. Nothing herein shall mean an extension of the time for a hearing before the General Manager or his representative and the committee of the lodge.

No. 2. Company to send clean coal to its employees of a quality the same as is customarily sold by the company to the public.

No. 3. Responsible person to take allies of boxes.

No. 4. Company shall keep the houses in repair at present rent rates. Tenant employee shall not be liable for damages or repairs to houses previous to 1st of April, 1908.

No. 5. Number of bank hands arranged according to quantity of coal mined.

No. 6. No boy allowed to perform a man's work.

No. 7. Company to keep a proper supply of water for use of tenants, but employees shall not maliciously or negligently injure or destroy the pumps.

No. 8. The following rates shall be paid for these classes of outside labour per day, ash wheelers \$1.50, screen men

\$1.50, box car loaders \$1.50 and bank men \$1.50.

No. 9. Laying roads in tight bords or long wall, when miners carry the rails 10 cents per yard, and nothing to be paid if rails are delivered at bord end or gateway of long wall. Butts 4x4, 50 cents each when bench is taken up and butts 4x4, 30 cents each on the bench.

No. 10. All stone in excess of 6 inches on the bench to be paid for at the rate of 5 cents per inch per lineal yard.

No. 11. All heads to be paid for at the uniform rate of \$1.50 per yard.

No. 12. Sufficient supply of tallies to be given to each miner.

No. 13. Two cents per box to be paid extra when cars have to be pushed over 350 feet.

No. 14. Employees to be given a time sheet every half month.

No. 15. Docking system to continue as now in force.

No. 16. Riding rakes to be put on at 6.15 a.m. and all men to be given tickets as they come on bank in the morning, men to be at bottom of mine at 7 a.m.; riding rakes to be put on at 3.45 p.m. during the week. Saturday 3.30 p.m.

No. 17. When management know the night before that the following day is to be an idle one, whistle to blow at 9 p.m.

No. 18. Following days to be considered holidays, viz.: Labor, Dominion, Victoria and Christmas Day.

No. 19. Any special work between 12 Saturday night and 12 Sunday night to be paid at the rate of time and a half.

No. 20. A paper to hang at tally house showing each day's coal, such paper to be hung up not later than the following morning.

No. 21. Company to supply the following tools to miners, picks, drills, shovels, stemmers and needles. Worn-out or broken tools when returned to store to be replaced free of charge, and picks, drills and augers to be sharpened by company free.

No. 22. Tools negligently damaged or lost by workmen to be paid for by workmen. Pick handles 10 cents each. When a man shall leave company's employ, the value of any tool not returned shall be paid for by him.

No. 23. If any employee is absent on whom depends getting out coal, such as landing tender, etc., the official may fill his place for the day by an employee selected from the works. On such occasion the rate paid shall be the same as such employee is receiving at his regular work, but not to exceed \$2.00 per day.

No. 24. In case the mine knocks off during the day, riding rakes to be put on at 9.30 a.m. for $\frac{1}{4}$ day, 12.30 p.m. for $\frac{1}{2}$ day, 2 p.m. for 3-4 day, after 2.30 p.m. full day to be allowed. This section to apply to underground men and boys engaged in getting out coal, unless it is necessary to get out coal already mined, or for development work, then they shall continue the same as if the mine had not knocked off.

No. 25. Driving levels \$3.50 per lineal yard and paid for coal, mine bords \$2.00 per lineal yard and paid for coal.

No. 26. This agreement to continue in force for the period of two years from 31st July, 1908."

ATTITUDE OF RESPECTIVE PARTIES.

Before the adjournment of the Board at Chignecto Mines, the chairman asked the respective parties if they wished to make this a Board of Arbitration or a Board of Conciliation, and requested writted replies. The following was received from the company:

"Our company feel that under the present state of the market, and the outlook for the future, that they would not care to agree to accept the decision, as from present indications it looks as though

there must be a reduction in the cost of producing coal in this province in the near future."

"(Sgd.) DAVID MITCHELL,
"General Manager."

The Lodge sent the following:—

"I am directed to notify you that the Lodge is willing and anxious to have the dispute referred to your Board as a matter for arbitration and not conciliation, and that the finding of your Board shall be final and binding on both parties to the dispute."

"(Sgd.) RONALD BUXTON,
Secretary."

The Board desires to state that they have spent much time and labour to effect an unanimous and conciliatory finding and they express the hope that both the employer and the employees will accept the full report of the Board.

Herewith enclosed are the minutes of evidence taken, together with the exhibits therein referred to.

All of which is respectfully submitted.

(Sgd.) W. CHAS. WILSON,
Chairman,

(Sgd.) B. B. BARNHILL,
(Sgd.) R. B. MURRAY.

Dated at Amherst, N. S.,
25th of July, 1908.

Honourable Rodolphe Lemieux,
Minister of Labour,
Ottawa.

IV. BOARDS ESTABLISHED IN THE CASE OF HALIFAX FREIGHT CLERKS AND COBALT CENTRAL MINES.

THE following new Boards were established during the month, viz.:—

(1) (Conciliation and Labour Act) in the case of the Station Freight Clerks of the Intercolonial Railway at Halifax, N. S., and St. John, N. B.; (2) in the case of the employees of the Cobalt Central Mining Company, of Cobalt, Ont.

Station Freight Clerks of Intercolonial Railway.

The application in the case of the Station Freight Clerks of the Intercolonial Railway of Canada at Halifax, N. S., and St. John, N. B., was received in the Department on May 14, and was under the

provisions of the Conciliation and Labour Act. The application, which was signed by G. P. Monahan, President Branch No. 1; F. R. Brown, Secretary Branch No. 1; Geo. McKee, President Branch No. 2; and John McKean, Secretary Branch No. 2, stated that the difference between the Railway and the freight clerks had reference to "the rate of wage paid and the question of a classification of the clerks employed", also that the increases demanded represented an increase of about 25 per cent of the rate of wage in January last, when negotiations on the subject with the Minister of Railways and Canals were said to have commenced. The application set forth at length the course of the negotiations between the Department of Railways and Canals and the freight clerks, and the failure to adjust the differences.

In reply to the application, a letter was received from the Deputy Minister of Railways and Canals, stating that the General Manager of the Intercolonial Railway had been on May 4 requested to forward to the Department "at the earliest possible moment, full lists showing all the employees on the road, under their several classes, giving the present rate of pay and the amount and date of the last increase; in order that full consideration might be given by the Minister to the representations made on behalf of the several classes of employees on the railway." The representative of the freight clerks had been, it was stated, fully informed of the action of the Department of Railways and Canals, and under the circumstances it was felt by the writer that it might be desirable not to proceed for the present with the application.

The Department of Labour placed the views of the Department of Railways and Canals before the representative of the freight clerks, and received in reply a communication stating that the same had been considered and that it was still regarded as desirable to proceed with the application. After some further correspondence, the Minister decided to grant the application and to establish

forthwith a Committee of Conciliation, Mediation and Investigation under the terms of the Conciliation and Labour Act. Mr. Henry Holgate C. E., Montreal, was accordingly appointed to the Board on the recommendation of the Minister of Railways and Canals, and Mr. R. E. Finn, M.P.P., Halifax, was appointed on the recommendation of the employees. These appointments were made on July 18, and the Department had not at the close of the month received a joint recommendation for chairman of the committee, nor a joint statement that such recommendation was impossible.

A Dispute at Cobalt, Ont.

The application in the case of the Cobalt Central Mining Company was received in the Department on July 20, being signed by C. A. Shilson and Michel Marchand. The men concerned were described as miners, engineers, carpenters and labourers, to the number of 105. The dispute related to wages and hours, the application setting forth that the men had on July 1, been notified by the company that the mine would be closed down, and had been then discharged; the superintendent added, according to the application, that the men could resume work by applying next day, but that the hours would be increased from 9 to 10, and there would be a reduction of 25 per cent from the schedule on which the men were then working.

Mr. Jacob W. Young, General Superintendent of the company, in a statement in reply to the application, said he was unable to justify to the shareholders of his company a continuance of the high wages he had been paying.

The Minister proceeded with the establishment of a Board appointing thereto, on the recommendation of the company, Mr. C. E. Fraleck of Cobalt, and on the recommendation of the employees, Mr. C. B. Duke of Cobalt. At the close of the month the Department had not received word from Messrs. Fraleck and Duke concerning the appointment of a third member.

JUDGMENT IN SUPREME COURT OF ALBERTA ARISING OUT OF CHARGE OF BREACH OF AGREEMENT EFFECTED UNDER ACT.

IT will be remembered that some months ago a Board of Conciliation and Investigation was established to adjust differences between the Strathcona Coal Company, Ltd., of Strathcona, Alta., and certain of its employees. The Board consisted of Mr. Geo. S. Montgomery, Chairman; Mr. F. L. Otter, recommended by the company, and Mr. F. H. Sherman, recommended by the employees. The number of men affected by the dispute was estimated at 40. The differences referred for investigation involved a change in the hours of labour, the men asking an eight-hour day from bank to bank; a change in the method of paying wages, the men asking weekly pay in legal tender; recognition of the United Mine Workers of America, and various changes in conditions of work in and around the mine. The Board was fully constituted on December 2, and met at Edmonton during the month. On December 28, the Department received a report from the Board showing that an agreement had been reached on all points in dispute, effective from December 23, 1907, until March 31, 1909. The agreement involved an 8-hour working day at face or place of working; semi-monthly payment of wages by cheque; supply of screened coal by the company to its workmen at \$3.25 per ton within Strathcona city limits; and full recognition of the United Mine Workers of America, with the adoption of the check-off system, and an arrangement for the settlement of local or general disputes. The agreement included also various provisions as to conditions of work. The final clause of the agreement read as follows:—

“This contract goes into effect on Monday, 23 December, 1907, and continues until March 31, 1909, provided if the Strathcona Coal Company, Limited, sell the mine, this contract will cease and terminate.”

The agreement was signed by the three members of the Board and by W. E. Ross, Managing Director, for the company, and by John R. Galvin for the employees.

In a covering letter to the Minister accompanying the report of the Board, and dated December 23, the chairman of the Board, Mr. Geo. S. Montgomery, stated:—

“Whilst the Board was not called upon to investigate fully the matters between these parties, there is no question but that the mere fact of the Board having been appointed by the Government, and being in session, had the effect of bringing about a reconciliation and a compromise between these parties. It is the unanimous opinion of the Board that the law is successful.”

Subsequently an action was brought on behalf of the employees charging the company with a breach of the agreement in various respects. The case was argued before the Hon. Mr. Justice Stuart, in the Supreme Court of Alberta, on June 24 and 25, Mr. H. A. Mackie appearing as counsel for plaintiffs and Mr. J. R. Lavell representing the defendant company.

Text of Judgment.

Judge Stuart delivered oral judgment in the case, the complete text of the same as furnished to the Department by the Clerk of the Supreme Court, Edmonton Judicial District, being as follows:—

I had thought at one time of reserving my judgment in this case for the purpose of giving carefully and in extenso my reasons for the judgment that I should give, because it is a matter, I have no doubt, of very great interest to a great many people in the community, and the action has been brought really, I presume, because it is of such general interest, but I do not see that any advantage can be gained by reserving that decision for the reason that my views in the matter as to the rights of the parties are quite clear, and I think I can give my reasons for the judgment I am about to give as well now as at any later time.

I may say, in the first place, that my only reason for not dismissing the United Mine Workers of America, District No

18, from the case and from the record at the very opening of the trial, and my reason also possibly for not dismissing the action as a whole at the opening of the trial for the reasons I am going to give for dismissing it now, was because I did not want to leave the impression upon these plaintiffs, who are labouring men and members of the Trades Union, that their case was being treated uncere- moniously or with contempt, and for that reason I have listened, I think, with some patience, not only to the evidence, but to the argument that has been advanced upon their behalf.

There can be no doubt in the world, as Mr. Mackie admitted at the close of his argument, that the United Mine Workers of America, District No. 18, can have no status in any court as parties plaintiff or as parties to the action at all. It is not alleged in the statement of claim that they are a body corporate, and they are not proven a body corporate. The only persons that have a right to sue in court are individuals or bodies corporate who are given that right by statute. There is the exceptional case, of course, of Trades Unions registered under the Trades Union Act. If the United Mine Workers of America, District No. 18, had been regis- tered under The Trades Union Act, they would, according to the decision in the Taft Railway case, no doubt, have been entitled to be sued, and I think corolla- tively to sue in court. But it is admitted that they are not registered; therefore, they are a nondescript body as far as this court is concerned, and certainly their claim, as far as this court is concerned, must be dismissed. It is true Mr. Mackie referred me to certain cases in British Columbia in which actions seem to have been brought against the Western Fed- eration of Miners, or certain Unions of that organization, but it does not appear from the records whether or not they were registered under the Trades Union Act, and I am inclined to think from reading the reports that they were simply, after all, only representative actions, because a large number of individual defendants were joined as well as the Federation of Miners, and I do not think that those cases furnish any authority for saying

that the United Mine Workers of America, District No. 18, can bring any action, or that they have any status in court. For that reason, in respect to them the action will be dismissed with costs, if you can get them out of that organization.

Now, with respect to the individual plaintiffs, the position is a bit more serious, and there is something more to be said on their behalf. I notice, how- ever, that the statement of claim is very peculiarly drawn. It alleges that The United Mine Workers of America, Dis- trict No. 18, are a labour organization and that the other plaintiffs are coal miners, and that they made and executed the hereinafter mentioned agreement, and that up to the 27th day of February, 1908, were employees of the defendant company and were members of District No. 18 of the United Mine Workers of America. It alleges that in pursuance of "An Act Respecting Conciliation and Labour," being chapter 96 of the Revised Statutes of Canada, 1906, certain differ- ences between the plaintiffs and the de- fendant were referred to a Board of Con- ciliation. I am inclined to think that that allegation is made under a misap- prehension, and that the reference was really made to the Act with respect to Industrial Disputes of 1907. Then it goes on to allege, as a result of that reference, that the plaintiffs and defendant entered into and executed a certain agreement which is set forth and which I need not read. The agreement, however, pur- ports to be between the defendant com- pany and the employees of the company represented by the United Mine Workers of America, District No. 18, and is really an agreement setting forth certain con- ditions and certain terms to which the employees of the company and the com- pany itself agree to be bound, terms with relation to the rate of payment for mining coal, and particularly the terms in article No. 5, that the company agreed to at- tend to timber, water and track. Then the statement of claim says that in con- travention and violation of this agreement the defendant company did not pay the plaintiff coal miners who were working in the defendant's mine semi-monthly, which was one of the terms of the agree-

ment, but allowed periods of five weeks to elapse without paying them; that on the 6th day of February, the defendant company reduced the rate of payment to the plaintiff coal miners from 33 1-3 cents per car, which was the rate stipulated in the agreement, to 28 cents per car, and that the defendant company refused to pay certain other rates of wages in respect of turning and opening rooms, etc., that the defendant company, without any just cause or reason, and in contravention and violation of the agreement, particularly of the second paragraph thereof, discharged certain of their employees, three of the plaintiffs; and it goes on to allege that on the 25th of February, 1908, three of the plaintiffs who composed the pit committee referred to in the agreement, and the discharged plaintiffs, met the pit boss, and treating him as the agent I presume, of the defendant company, requested reinstatement for those who were discharged, and that reinstatement was refused; that the defendant company laid off certain of the plaintiff miners, in contravention of the agreement; that during the employment of the plaintiff coal miners, the defendant company, in violation of the agreement, failed to keep the track in proper repair, condition and order; failed to drain the mine in proper manner, and that by reason of this failure, the plaintiff coal miners were prevented from doing as much work and earning as much money as they otherwise could and would have done. The statement of claim further alleges that the defendant company failed to properly and adequately timber its mine, so that the plaintiff coal miners had and were compelled to timber their own workings in the mine; that on account of that, the plaintiff coal miners were occasioned great loss of time; and it is alleged further that in consequence of these breaches by the defendant of this agreement, the plaintiffs, not saying who particularly, but the plaintiffs generally, have suffered damages thereby; and there is the claim for \$90 damages per day since the 27th of February, 1908, until the date of judgment; another claim for reinstatement of the coal miners in the defendants' mine, and another claim in the alternative for damages for \$90 a day during the

term of the agreement; and there is another claim for additional damages for \$978 on account of the failure, apparently, to keep the track and mine in proper condition and to supply timber. That is the substance of the statement of claim. I fail to see how, as that statement of claim is drawn, it can be said to set forth the cause of action in any one of these individual cases. It is not alleged that these individual plaintiffs entered into a contract to mine coal for the defendant company, except by a very remote inference, from the words that are used, and before even I could give judgment for the individual plaintiffs, it seems to me that the statement of claim would have to be completely revised so as to contain allegations that the plaintiff, John Ordza, and the other plaintiffs, separately and individually, entered into a contract with the defendant company to mine coal in their mine, and that on or about the 23rd day of December, 1907, the defendant company agreed that with respect to these separate contracts made by these individual men, certain conditions and terms should apply by virtue of this agreement which is pleaded here, and that that agreement was made on behalf of each of the individual plaintiffs through persons who were their agents, viz., the persons signing it, Mr. Sherman and Mr. Galvin, and the other persons whose signatures appear. And the revised statement of claim that I have suggested would have to go on and say that those individual contracts were broken by the defendant company in the way, no doubt, that is set forth in paragraph 9 and 10 of the statement of claim as it stands, which deal particularly with the condition of the mine and the supply of timber. But I fail to see how I could give judgment on such a statement of claim as that, unless an amendment were made along the lines I suggest. The rights of all these eighteen individual men have been placed in this record in one general statement, as if they were a corporation themselves, or perhaps as if they were partners themselves, but they are neither a corporation nor partners. Each individual man, when he went into the employment of that company, made a separate contract of

his own with that company to mine coal for them, and for breaches thereof, if there were breaches proven, there is no doubt in the world that these men would have been entitled to sue for damages and to recover them if the evidence justified the recovery.

But even assuming that such a revision of the statement of claim were made so as to contain separate allegations in respect of each of the eighteen individual plaintiffs, there is still a question which has been raised by the defendant as to the right of eighteen individual plaintiffs to sue in one action for the breach of eighteen separate contracts. It is quite impossible, in my view of the case, for the plaintiffs to succeed in their contention that there was one individual contract. The contract is expressed as being made between the defendant company and the employees of the company as represented by The United Mine Workers of America, District No. 18. The particular employees are not mentioned in it; the particular plaintiffs who sue here are not mentioned in it, and it seems to me that it is quite impossible for the plaintiffs to succeed in their contention that this was one contract, a joint contract, because these eighteen plaintiffs never did jointly agree to anything with the defendant company. They did not go in as partners or as joint contractors in any way to mine coal for the company. They went into the employ of the defendant company at different times. They each, when they went into the employ of the company, made a separate contract with that company to mine coal for them, and I do not think that those separate contracts could possibly be considered as turned into a joint contract by what happened on the 23rd day of December, 1907, that is, by this agreement that has been set forth here. The very best that can be taken out of it even for the plaintiffs is this, that on that date certain persons presenting them agreed for each of the eighteen individuals that the terms and conditions set forth in this paper should govern the contract which these eighteen individual men made and entered into with the defendant company for mining coal.

That being so, there being eighteen distinct individual contracts, the results follow that for a breach of each of those eighteen individual contracts there would be a separate and distinct right of action in the eighteen individual plaintiffs. Now, assuming that the revision of the statement of claim were made that I have suggested, we would still be face to face with the question whether these plaintiffs had any right to join in such an action as this. I have not anything to do with the policy of the law, whether the law is good law or bad law, I have simply to deal with this case under the law as it stands, and as I conceive it to be. Under the rules of practice, rule 26, the law is that a number of plaintiffs may join in the same action. But I am face to face with the interpretation of that rule which was made in the House of Lords in the case *Smurthwaite vs. Hannay*, which decides that that applies simply to a joinder of plaintiffs, and not to a joinder of different rights of action. There is no doubt that there are eighteen distinct rights of action in these eighteen different plaintiffs, and that the decision in *Smurthwaite vs. Hannay* is exactly in point, and the result of it is that those eighteen rights of action cannot be joined in one case. The defendants raised this objection, and I think that they were entitled to raise it even as late as they did, in view of the way that the action is brought, not merely throwing in The United Mine Workers of America, District No. 18, who had no status at all, but by attempting to treat the whole affair as if it were one agreement and one right of action. So that I am bound to say, even aside from the merits of the case, I do feel very much disposed, and I do intend, to decide this case on this ground of the misjoinder of so many actions in one case. It is true that it might have been inconvenient for each of these eighteen individual persons to have brought their action separately. It is true that if they had done so, an application might have been made for consolidating the actions, and if that had been done, I presume we would have had a proper statement of claim with respect to each man's action, and we would have known what it was he claimed in-

dividually; but in view, as I say, of the way the whole thing has been thrown together, I do not think that I am treating the plaintiffs unfairly at all in insisting upon this point and giving judgment following *Smurthwaite vs. Hannay*. Indeed I do not think I have any power to do otherwise than I am doing when Mr. Lavell, for the defendant, raised the point. The law is there, and I have to administer it as it is. He raised the objection, and it is clearly by the House of Lords a good objection and I am bound to follow it.

I would like to say this, however, for the benefit of the plaintiffs, that this does not mean that they are to be forever pestered by this law, even if it is a bad one. The English rules have been changed, and if we had had the new English rule, which says: "All persons may be joined in one action as plaintiffs, in whom any right to relief in respect of or arising out of the same transaction or series of transactions, is alleged to exist, whether jointly, severally, or in the alternative, where if such persons brought separate actions any common question of law or fact would arise; provided that, if upon the application of any defendant it shall appear that such joinder may embarrass or delay the trial of the action, the court or a judge may order separate trials, or make such other order as may be expedient, and judgment may be given for such one or more of the plaintiffs as may be found to be entitled to, without any amendment." Then the objection that the defendant raised could not have been raised, and the plaintiffs would not have been met, at any rate, by the case of *Smurthwaite vs. Hannay*, upon which I am resting my present decision. There is a possibility that these rules may be revised and made more conformable to the present English practice, so that it is not a permanent condition of affairs by any means.

But to go to the merits of the case, supposing I had overlooked this objection and had agreed that these actions might have been brought jointly, or supposing I had had one of these individual plaintiffs here in an action alone, I should come to the conclusion that even then none of these individual plaintiffs could have suc-

ceeded. The plaintiffs will, therefore have the satisfaction of knowing that I am giving judgment upon the merits of the case, as well as upon what they may think is a technicality. Even if I had been dealing, I say, with an individual action of one of these plaintiffs for damages for breach of the contract that they entered into with the defendant company to mine coal, I do not see how they could succeed. Their contract was to mine coal in that mine at so much per car, and assuming that this agreement of the 23rd of December, 1907, was applicable to that contract which I speak of, and I think perhaps Mr. Mackie is right in saying that I should think it was applicable and that the agency was thoroughly established by means of which it was made applicable—what is it that the defendant company agreed to do? All that is stated in that contract is that the company attends to timber, water and track. Now that is very, very vague, extremely vague. It seems to me that if the plaintiffs, or the individual plaintiff which I am now speaking of, had desired to insist that this company should make their mine a perfect working machine, to work like clockwork, so that they individually, as part of that machine, should not be delayed for a moment or to the slightest degree in carrying out their contract, if they had wanted to insist that this company must have timber there on the spot ready for them at every moment, so that there would be no delay, they should have seen that such a stringent stipulation was inserted in the agreement itself. I have to interpret the agreement as it stands, and I have to interpret it in a reasonable way, and my opinion is that the only fair interpretation of that clause is this, that the company agrees to keep this mine supplied in a reasonable manner with the necessary timber, to put in the necessary timber with reasonable promptness, not with absolute promptness to the very moment, but simply with reasonable promptness; with respect to water they agree to keep that mine reasonably clear from water, not to keep it perfectly dry, but to keep it reasonably clear from water, so that there will be no unreasonable interference with those men in the

pursuance of their contract. The same applies to the stipulation in regard to the track; they have to keep, I should say, the track in reasonably fair condition.

Now, what are the facts? I am bound to say that I find it impossible from the evidence to find that the track was not kept in a reasonably fair condition. At any rate, it was kept in such condition that some of these men were able to earn five or six dollars a day at times, and some of them said they earned on an average of 4.50 a day. With respect to water, taking the evidence of Landles, the pit boss, and balancing it with the evidence of the plaintiffs, I confess that I am unable to come to the conclusion that the plaintiffs have proven, as the burden was upon them to prove, that the water was not removed with reasonable promptness.

There may have been some wet there; I doubt there was, but I do not think that the plaintiffs, or the individual plaintiff of whom I am hypothetically speaking, has satisfied the burden that is on him of proving that there was any unreasonable condition. The same applies to the timber. There was delay, no doubt, but I confess I do not think they are entitled to come in and demand as their right that that mine should work with a piece of perfect machinery, and that there should be no delay whatever in getting up the timber. As I have already said, if they wanted to put such a stringent burden on the defendant company, they should have put it upon them by express words. They did not do that, and find the fact that timber was attended with reasonable promptness. It is true some of the plaintiffs say that they did tend to the timber themselves, but I am not convinced that they would have been doing anything else in the meantime.

I want to make this observation, however, that something was said during the course of the trial about the amount these men were earning. These men were on contract, and they had a perfect right to earn just as many dollars a day as they could. They had a perfect right to make ten dollars a day if they could out of their contract if they wanted to, and

there should be nothing inferred against them because they made a great deal. They have just as much right to make a good thing out of their contract as a railway contractor has to make out of a contract building a railway. But the fact still remains that they did make what was apparently a pretty fair wage; and the fact remains that the condition of the mine, as I find it to have been, was not an unreasonable one, and that the delay in supplying timber was not an unreasonable delay. That is all, I think, that the plaintiffs could ask. Perhaps I am repeating it too much, but I insist upon it that they have no right to ask that the whole affair would work so perfectly, at any rate, under the agreement as it now stands. So that even on the merits, if any individual action may have been brought, I am of the opinion that the plaintiff would not succeed in establishing what he should establish in order to recover damages.

Just let me refer for a moment—it is scarcely necessary in view of so much being said—to what is popularly called The Lemieux Act. In my view, that Act which is technically called The Industrial Disputes Investigation Act of 1907, has absolutely not a single thing to do with this case. That Act was passed for the purpose of preventing industrial disputes and for preventing strikes and lockouts, and all it did was to provide for the establishment of a Board of Conciliation and to insist that before a party to a dispute should take any action which interrupts trade, which would lead to the interruption of commerce, either by a strike or by a lockout, he must refer his case to a Conciliation Board; and if he does not do so, it provides he may be fined. It simply enforces the parties to such a dispute to go before a Conciliation Board and see if the matter cannot be arranged. It had no intention beyond that at all. There is not a single thing in the Act which would give this agreement which is alleged here any higher efficacy or authority than it would have had had it been entered into quite apart from a meeting of any Conciliation Board. Mr. Mackie referred to section 62, but I can find nothing in that section which would

make this agreement any more binding than it would have been otherwise. In fact, I rather think that the Act is just a little misleading when it speaks of parties, as it does in section 62, being bound as upon an award made pursuant to a reference to arbitration, because in nearly every case, that is cases in which I have had experience, the parties to such a dispute are, in the first place, the employer, who is generally a definite person or a corporation, and on the other hand the employees, an indefinite body, represented by some Trades Union, not incorporated, not registered. So that the use of that expression, parties being bound upon an award, is to my mind—I think I understand the Act—a little misleading, because it is very difficult, just as we find here, to see how such parties as the Trades Union can be bound civilly when

they cannot sue or cannot be sued. Possibly by means of the principle of agency if the parties are definitely known and described that is, the individual employees are named and the document is signed by persons who are recognized as their agents, they might be bound. In fact, in the judgment I have just given I have practically admitted that, when I ruled against Mr. Lavell's objection there was no agency in this case for signing the agreement of December 23rd, but at any rate, however that may be, it is quite clear to my mind, that there is nothing in the Act which places such an agreement as this on any higher position than it would be had it been entered into irrespective of the Act altogether.

For these reasons, I think the action will have to be dismissed with costs.

'SUPPRESSION OF THE OPIUM TRAFFIC IN CANADA.

IN the report of Mr. W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, presented to Parliament in June, dealing with the settlement of the claims of the Chinese residents of Vancouver, B. C., for losses occasioned by the anti-Asiatic riots in September, 1907, attention was drawn to certain evidence given before the commission disclosing the existence of opium manufacturing on a considerable scale in the province of British Columbia. It was at the same time submitted that the operations of the opium industry should receive the immediate attention of parliament, and of the legislatures, with a view to the enactment of such measures as would effectually suppress the opium traffic in Canada, and wholly eradicate this evil and its baneful effects. *

Special Report.

During the month of July, a second report was presented to Parliament by Mr. King, dealing at somewhat greater length and in a special way with the need for the

suppression of the opium traffic in Canada. Representations had been made on this subject to the commission, during its sessions in Vancouver, by the Anti-Opium League, an organization composed of Chinese residents of the province. In reply Mr. King pointed out that though he had no special authority to deal with the question in an official way, he would deem it a privilege as a citizen to look into the matter while in Vancouver and to do his part to obtain the co-operation of the public authorities in the suppression of the evil. The League was invited to confer with Mr. King at any time for the purpose of further presenting the views of its members.

Further Representations.

In referring to the further representations that were made before the commission, Mr. King in his report states as follows:—

"Subsequent to the receipt of the above communication, a deputation of three from the Chinese Anti-Opium League called upon me, and strongly urged my assistance to obtain the government help in their efforts to discourage and pre-

(*) A review of this report, with the text in full of the portion referring to the opium traffic, was published in the *Labour Gazette* for July, 1908, p. 64.

vent the manufacture and sale of opium. Mr. Tung Cheng-Ling, the attaché of the Chinese Legation at London, England, who came to Vancouver to be present at the inquiry into the Chinese claims, also spoke to me upon the subject, and expressed the hope that in the interests in his fellow-countrymen, measures might be enacted which would lead to the suppression of this vice. I promised these gentlemen that I would give the matter attention, and took occasion to make a personal investigation of the factories in Vancouver, and to visit a number of so-called 'dens' where opium was being smoked. I also made inquiries from reliable sources as to the extent of the practice among Chinese and other people in the province."

Since my return to Ottawa, I have received a communication from the Anti-Opium League, containing the following resolution passed at its last meeting:—

"Seeing that the use of opium is a social evil and the drug a destroyer of the lives of individuals and a detriment to the welfare of the community, the Chinese Anti-Opium League of British Columbia humbly prays that the Federal Government of Canada will decisively exercise its authority and powers to prohibit the importation, manufacture and sale of the opium into and in Canada, so that the social, physical and moral conditions of both the Chinese and the Europeans who indulge in the use of and the abuse of the drug may in consequence, be vastly improved."

Extent of the Traffic.

In order to convey an adequate conception of the extent to which the traffic has developed in British Columbia, and to show how urgent is the need of prohibitory legislation, the following facts and considerations having an immediate bearing on the subject are submitted in the report:—

"In the coast cities of Vancouver, Victoria and New Westminster, there are at least seven factories carrying on an extensive business in opium manufacture. It is estimated that the annual gross receipts of these combined concerns amounted, for the year 1907, to between \$600,000 and \$650,000. The crude

opium is imported from India in cocoanut shells, it is 'manufactured' by a process of boiling into what is termed 'powdered' opium and subsequently into opium 'prepared for smoking.' The returns show that large amounts of crude opium have been imported annually, and that the value of the crude opium imported in the nine months of the fiscal year 1906-7 was greater than the value of the amount imported in the twelve months of the preceding year; the figures for these periods being \$262,818, and \$261,943, respectively.

The factories are owned and the entire work of manufacture is carried on by Chinese, between 70 and 100 persons being employed. One or two of the factories have been in existence for over twenty years, but the majority have been recently established. It is asserted by the owners of these establishments that all the opium manufactured is consumed in Canada by Chinese and white people, but there are strong reasons for believing that much of what is produced at the present time is smuggled into China and the coast cities of the United States. However, the amount consumed in Canada, if known, would probably appall the ordinary citizen who is inclined to believe that the habit is confined to the Chinese and by them indulged in only to a limited extent.

"The Chinese with whom I conversed on the subject, assured me that almost as much opium was sold to white people as to Chinese, and that the habit of opium smoking was making headway, not only among white men and boys, but also among women and girls. I saw evidences of the truth of these statements in my round of visits through some of the opium dens of Vancouver."

An item from a Vancouver paper referring to the appearance of two women in the police court at the time the commission was in session is quoted in the report and the following comment added:—

"It is almost inconceivable that such a story should have found a place on any of the court records of this country, and yet I was told by one of the leading physicians of Vancouver that he has been shocked at the number of cases of women addicted

to the habit which have come to his notice in the regular course of his practice during the past year. As for the Chinese, the casual visitor to their quarter of the city may see them in numbers at any hour of the night or day indulging in and under the influence of this drug."

Provincial Legislation.

'With regard to the provincial law bearing on the question and its enforcements, the report states:—

"What is hardly less surprising than the manufacture of opium is that its sale should be permitted, and this, in some districts without safeguards of any kind. It is true there is provincial legislation which to appearances should restrict the sale, but for some reason best known to the authorities, it seems to be openly ignored. Sections 16 to 18 of the Revised Statutes of British Columbia, 1897, Chap. 27, contain the following provisions:—

"Section 16. No person shall, within the limits of any incorporated city or town in this province, keep open shop for the retailing, dispensing or compounding poisons, or sell, or attempt to sell any of the articles mentioned in Schedule 'A' or Schedule 'B' to this Act, unless such person is registered as a licentiate of pharmacy under the Act, under the penalty set forth in section 20 in this Act."

"Section 17. Articles named or described in Schedule A or Schedule B shall be deemed to be poisonous within the meaning of the Act."

"Section 18. No person shall sell any poison named in Schedule A either by wholesale or retail, unless the box, bottle, vessel, wrapper or cover in which such poison is contained, is distinctly labelled with the name of the article and the word poison, and if sold by retail, then also with the name and address of the proprietor of the establishment in which such poison is sold; and no person shall sell any poison mentioned in Schedule to any person unknown to the seller unless introduced by some person known to the seller; and on every sale of such article the person actually selling the same shall, before delivery, make an entry in a book to be kept for that purpose in the form set forth in Schedule to this Act, stating the date of the sale, the name and address of the purchaser, the name and quantity of the article sold, the purpose for which it is stated by the purchaser to be required, and the name of the person, if any, who introduced him, to which entry the signature of the purchaser shall be affixed, under the penalty set forth in section 20 of this Act; Provided the person actually selling the poison shall be liable to the penalty mentioned in this Act."

Schedule 'A' to the Act, to which reference is made in the above section, includes 'Opium and its preparations, except paregoric and syrup of poppies.'

Notwithstanding these provisions, sales of opium are made daily at certain of the Chinese shops without a single precaution

being taken as prescribed in section 18, and without the person making the sale being 'a licentiate of pharmacy' as required by section 16. I witnessed several individuals come and make their purchases of opium, and have in my possession at the present time a quantity of the drug which I obtained across the counter of one of these shops. The vessel containing it is without label, name or address. I was not requested to enter a signature or answer a single question, and feel quite sure that no entry of its sale was ever made.

In the face of open violation or neglect of the law of this kind, it is not so much a matter of wonder that the evil is gaining a foothold, and that as other countries are making it increasingly difficult for the drug to be obtained in any form, its importation, manufacture and sale should be growing apace in this land. The only effective remedy is to prohibit the importation, manufacture and sale alike, and this absolutely save in so far as an exception may be necessary for medicinal purposes only."

Need of Dominion Legislation.

In pointing out the need of legislation by the Parliament of Canada on the subject, the report says:—

"In enacting legislation to this end, the Parliament of Canada will not only effect one of the most necessary of moral reforms so far as the Dominion is concerned, but will assist in a world movement which has for its object the freeing of a people from a bondage which is worse than slavery. It is well known that the government of China, during recent years has been taking active measures to suppress the opium evil within the Chinese Empire. Referring to this action of the Chinese authorities the *Times* of India, of May 9, of the present year, has the following editorial reference:—

'Edicts emanating from the Chinese Government have not always fulfilled their purpose and Chinese promises have frequently fallen far short of performances. There was some reason, therefore, for regarding Great Britain as quixotic in sacrificing a large portion of Indian revenue

to meet the wishes of China in respect to the opium traffic. Impartial and un-biassed reports from many different quarters leave no margin for doubt, however, that China is thoroughly in earnest, and that already the consumption of the drug has been greatly restricted. It is this fact that has caused opinion at home to veer round. The Chinese authorities have closed all the opium dens under their control, and it would be little short of a scandal if, after all the sympathy expressed for a people struggling to free themselves from the habit, the indiscriminate sale of opium were to be permitted in British settlements. Presumably, a clean sweep of these dens will shortly be made, not only in Hong Kong, but also in the Malay Straits and Ceylon.'

The allusion to England's sacrifice of Indian revenue will be understood from the following paragraph from the report of the '*Moral and Material Progress and Conditions of India* during the year 1906-7,' ordered printed by the House of Commons on May 18, of the present year. At page 71, the report reads:—

'Towards the end of the year 1906, edicts were issued by the Government of China having for their object the suppression within ten years of the habit of consuming opium, and of the growth of opium, in China. Proposals were made for the co-operation of the Government of India in this object by the gradual restriction of the amount of opium exported from India to China. At the beginning of 1908 an arrangement was entered into by which the total quantity of opium (including Malwa opium) exported from India beyond seas will be limited to 61,900 chests in the calendar year 1908, 56,800 chests in 1909, and 51,700 chests in 1910. The question of making still further reductions after the year 1910 will depend upon whether China has, in the interval, effected a proportional reduction in its own production and consumption of opium.'

In effect the step taken by the British Government, if continued, will mean an annual diminution of the Indian export of opium to China until the tenth reduction brings it to the vanishing point.'

Action of the British Government.

The attitude of the government of Great Britain with regard to the traffic in opium is described as follows in the report:—

"The whole subject was fully discussed in a debate in the British House of Commons as recently as May 6, at which time the House adopted without a division a resolution to terminate the licensing of opium dens in the Crown Colonies, licensing having been, until recently, the method adopted of 'regulating' the traffic in those parts. The resolution was as follows:—

'That this House having regard to its resolution unanimously adopted on May 30, 1906, that the Indo-Chinese opium trade is morally indefensible, welcome the action of His Majesty's Government in diminishing the sale of opium for export, and thus responding to the action of the Chinese Government in their arrangements for the suppression of the consumption of the drug in that Empire; and this House also urges His Majesty's Government to take steps to bring to a speedy close the system of licensing opium dens now prevailing in some of our Crown Colonies, more particularly Hong Kong, the Straits Settlements and Ceylon.'

Colonel Seely, the Under Secretary of State for the Colonies, speaking on behalf of the Government, informed the House that on Monday, the 4th of May, the Government had telegraphed to the Governor of Hong Kong as follows:—'His Majesty's Government have decided that steps must be taken to close opium dens in Hong Kong, as they recognize that it is essential in dealing with the opium question in Hong Kong, that they must act up to the standard set by the Chinese Government.' In regard to Ceylon, a commission which had sat had concluded its labours, and its recommendations were drastic. The commission had recommended that the present system should be closed on the expiration of the existing license; that the importation, distribution and sale of the crude drug should be made a government monopoly; that for every opium shop closed, the nearest

Government dispensary should be made available for the distribution of the drug to habitual adult users, if they come forward to register their names, for a certain quantity to be periodically paid for in cash; that the use of the drug, except for medical purposes, should be absolutely prohibited after a definite period, and that a system of inspection should be introduced by the appointment of special officers for the purpose. The Governor of Ceylon had proposed, subject to the Secretary of State's approval, to accept and put in force all the recommendations, except that which urged prohibition after a definite time. The Secretary of State had that morning telegraphed to the Governor, sanctioning his proposals. As for the Straits Settlements, a commission had been appointed to deal with the subject and was expected to report early in the autumn. On their report the Government proposed to take action. He could promise that in the Federated Malay States action would be taken which would lead with certainty in the direction of the ultimate extinction of the use of opium.

During the course of the debate, the Right Honourable Sir Edward Grey, Secretary for Foreign Affairs, reminded the House that in 1901, the Secretary of State for India had declared that the government would agree with China in any plan for the restriction of the consumption of opium brought forward in good faith, even if it caused some sacrifice and drew attention to the following decree issued by the Chinese Government on the 24th of March of the present year:—

'We have already directed by Imperial Decree, that regulations should be issued under which the use of opium, both foreign and native, should be totally suppressed within the period of 10 years. The British Government have now agreed to effect an annual reduction in the amount of opium exported to China, and other friendly powers are willing to assist. This enlightened policy on their part has greatly impressed us. Under the agreement with the British Government, the reduction of the exports is to be continued for three years, and if it is found at the expiration of that period, that China has

effectively decreased the consumption and production of opium, the policy of reducing the exports will still be carried on. To allow these three years to slip by without taking measures for the abolition of the drug, would be a poor return for the benevolent policy of a friendly power, and a deep disappointment to philanthropists of all nations.'

Replying to a question in the House of Commons two days previously, Sir Edward Grey had said:—'No opium dens exist at present in any of the British concessions in China.'

During the course of the debate on the above resolution the Right Honourable Alfred Lytton, former Secretary of State for the Colonies, congratulated the Government upon having taken a step which seemed to be entirely reasonable in the circumstances."

Attitude of Japan.

In referring to the attitude of Japan on the subject, the report states:—

"The attitude of Japan towards the opium evil is both instructive and profitable. To quote from a report of a committee appointed by the Philippines Commission to investigate the use of opium and the traffic therein, 'the opium law of Japan, in the words of a government official of Tokyo, is "prohibitive and effective." The opium law of Japan forbids the importation, the possession, and the use of the drug, except as a medicine, and it is kept to the letter in a population of 47,000,000, of whom 8,000 are Chinese. So rigid are the provisions of the law, that it is sometimes, especially in interior towns, almost impossible to secure opium or its alkaloids, in cases of medical necessity, and the government is determined to keep the opium habit strictly confined to what it deems to be its legitimate use, which use, even, it seems to think, is dangerous enough to require special safeguarding.'

Article 159 of the Japanese law lays it down that any one manufacturing, having for sale, or growing opium in any form, shall be punished with penal servitude not exceeding seven years; and further, any person eating or smoking opium shall

be punished with penal servitude not exceeding three years.

In 1895 China ceded to Japan the Island of Formosa. The bulk of the population of that island is still Chinese, numbering about two and a half million. Prior to the Japanese occupation, the Formosans were not restricted in their importation and use of the drug. It was a commercial matter only. It was estimated that seven per cent of the entire population were smokers of opium. The system adopted was one of government monopoly and the method one of 'progressive prohibition.'

Attitude of the United States.

The action of the United States is described as follows:—

"Strikingly similar has been the action of the United States Government in dealing with the opium evil in the Philippines. Under the Spanish law the right to sell opium for smoking and other purposes was farmed out in the various provinces to a wholesale dealer, who purchased the privileges at a public auction. In 1903 the Philippine Commission appointed the committee to which reference has been made. There were three members of this committee, one of whom, a former Canadian, was the Right Reverend Charles H. Brent, Episcopal Bishop to the Philippines. They were authorized to visit the various oriental countries to investigate the measures taken by the different governments for the purpose of suppressing the use of opium. One of the results of the investigations by this committee was the adoption by Congress in 1905, of an Act fixing a duty on crude and manufactured opium imported into the Philippine Islands, giving powers to the Philippine Commission to enact measures to restrict or prohibit the importation of opium, and providing that after March 1, 1908, 'It shall be unlawful to import into the Philippine Islands opium, in whatever form, except by the government, and for medicinal purposes only, and at no time shall it be lawful to sell opium to any native of the Philippine Islands except for medicinal purposes.' At the present time, therefore, all importation of opium

into the Philippine Islands has ceased, except for medicinal purposes, and the importation for that purpose is made by the government only.

In the United States the importation of opium by the Chinese and trafficking in opium in China by United States citizens are prohibited by Act of February 23, 1887—an Act to provide for the execution of the provisions of Article 2 of the treaty concluded between the United States and the Emperor of China on November 17, 1880. The section of the Act forbidding the importation of opium by Chinese is as follows:—

"The importation of opium into any of the ports of the United States by any subject of the Emperor of China is hereby prohibited. Every person guilty of a violation of the preceding provision shall be deemed guilty of a misdemeanour, and, on conviction thereof, shall be punished by a fine of not more than five hundred dollars nor less than fifty dollars, or by imprisonment for a period of not more than six months nor less than thirty days, or by both such fine and imprisonment, in the discretion of the court.'

By an Act of 1890, such opium as is manufactured in the United States is manufactured under the surveillance of officers and agents appointed by the government, and by American citizens only. They are obliged to give bonds and sureties for compliance with the many regulations of the Act. The sale of the drug is also carefully safeguarded."

Legislation in Great Britain.

In Great Britain, the report states, opium, and all preparations of opium or of poppies are classified as 'poison,' and their sale is regulated by the Pharmacy Act of 1868, which makes it unlawful for any person to sell poisons unless such person is a pharmaceutical chemist, registered under the Act, and complying with the restrictions and safeguards which the law imposes.

Conclusions.

The report concludes as follows:—

"Other instances of legislative enactments to suppress the opium evil, and to

protect individuals from the baneful effects of this drug, might be given, if further examples were necessary. What is more important, however, than the example of other countries, is the good name of our own. To be indifferent to the growth of such an evil in Canada would be inconsistent with those principles of morality which ought to govern the conduct of a Christian nation."

Legislation Enacted.

Subsequently to the presentation of the above report, an Act "to prohibit the importation, manufacture, and sale of opium, for other than medicinal purposes," was introduced into the House of Commons by the Honourable Rodolphe Lemieux, Minister of Labour, and received the Royal assent on July 20th. The text of the Act, as assented to, is as follows:—

1. "Every person is guilty of an indictable offence and liable to imprisonment

for three years, or to a penalty not exceeding one thousand dollars and not less than fifty dollars, or to both, who imports for other than medicinal purposes, under regulations to be established by the Minister of Customs, any crude opium or powdered opium, or who manufactures, sells, or offers for sale, or has in his possession or sale, for other than medicinal purposes, any crude opium or powdered opium, or who imports, manufactures, sells, or offers for sale, or has in his possession for sale opium prepared for smoking."

"2. It shall not be an offence under Section 1 of this Act to sell or offer for sale, or have in one's possession for sale for other than medicinal purposes, opium in any of the said forms within six months after this Act comes into force, provided such opium is deposited in a Customs bonded warehouse for export under regulations to be established by the Minister of Customs."

PROCEEDINGS OF ROYAL COMMISSION TO ENQUIRE INTO THE TEXTILE INDUSTRY IN CANADA.

DURING the month of July, the enquiry into certain matters affecting the textile industry in Canada, under Royal Commission issued during June to Mr. W. L. Mackenzie King, C. M. G., Deputy Minister of Labour, was begun in the city of Montreal (*). A public notice was issued by the Commissioner stating that the sittings of the commission would be commenced in the Court House of that city on Wednesday, July 15, at 10.30 o'clock in the morning, and that the representations of any parties who might desire to appear or to give testimony would be received. On the date named the sessions of the commission were begun, and were continued from day to day until Saturday, July 18. The commission then adjourned until Monday August 3.

The principal witnesses examined were Mr. Wilfrid Paquette, General secretary of the Federation of Textile Workers of Canada; Mr. Antoine Gignac, an officer

of the Federation; Mr. P. A. Girard, previously general secretary of the Federation; Mr. C. B. Gordon, representing the Dominion Textile Company; and a number of cotton mill operatives. The evidence related in large part to the labour disturbances that have occurred in the cotton industry during the past few years, the wages and hours of employees, general conditions of employment, and the history and proceedings of the Federation of Textile Workers of Canada.

It was stated in the evidence that the cotton companies at present operating in Canada are as follows: The Dominion Textile Company, employing over 6,000 hands in Montreal; the Montreal Cotton Company, at Valleyfield; the Canada Colored Cotton Company, with mills at Cornwall, Hamilton and Marysville, Ont., and St. Croix, N. B.; the Cornwall and York Company, St. John, N. B.; the Hamilton Cotton Company and the Imperial Cotton Company, Hamilton, Ont.; the Cosmos Cotton Company, of Yarmouth, N. S.; the Mount Royal Cotton

* For statement re appointment of commission see the Labour Gazette for July, 1908, page 71.

Company, and the Wahasset Cotton Company of Montreal and Three Rivers, which were still in the organization period

It was expected by the commissioner that the enquiry would be completed during August.

ONTARIO LEGISLATION AFFECTING LABOUR, 1908.

THE fourth session of the eleventh legislature of Ontario was begun at Toronto on February 5, 1908, and was prorogued on April 14, 1908. The following is a brief review of the more important Acts passed during the session affecting industry and labour. *

Child Labour.

Amendments were made to the Factories and Shops Regulation Acts, involving an important change in the law with respect to child labour in Ontario.

A new clause is inserted in the Factories' Act for the protection of "youths", who are defined as being "males of the age of 14, and under the age of 16 years". The clauses of the Act having reference to the employment of children, young girls and women, are in general now extended to include youths, the most notable exception being in the case of the clause prohibiting the cleaning of machinery while in motion by children, young girls or women. The age limit of employment of boys and girls in canning factories is also changed. Previously, children under fourteen years of age might be employed during certain months in certain processes, but this is amended so that children between the ages of 12 and 14 years, and only when employed solely out of doors under 12, may be so engaged. The effect, as will be seen, is to further prescribe the employment of children within the confines of these establishments. A section is also added to the effect that the hours of labour for children between 12 and 14 years of age in canning factories is limited to the time between 7 o'clock in the morning and 6.30 o'clock in the evening, or such other period as may be prescribed by the fac-

tory inspector, in no case to exceed 10 hours per day. (1).

The age limit under the Shops' Regulations' Act is increased from 10 to 12 years, and a provision is added prohibiting the employment of any child in a shop during school hours, except under a certificate, issued in accordance with the provisions of the Truancy Act, permitting the absence of the child from school. This certificate must be kept on file by the employer and produced when demanded for examination by the inspector (2).

The Act for the protection and reformation of neglected children was amended and consolidated (3).

The Mines Act Consolidated.

The most extensive single Act of the session was the amendment and consolidation of the Mines' Act, which covers 100 pages of the printed volume of the Statutes. The Act is divided into eleven parts as follows: 1. Preliminary; 2. mining claims and mineral in place; 3. placer mining; 4. quarry claims; 5. petroleum, gas, coal and salt; 6. dredging leases; 7. partnerships; 8. proceedings before a commissioner and recorder; 9. operation of mines; 10. offences, penalties and prosecutions; 11. general provisions. From the standpoint of labour, part 9, dealing with the operation of mines, is the most important, treating as it does with such questions as the age limit of employment, hours of labour, payment of wages, safety appliances, sanitation, and other measures for the protection of miners; inspection; reports; statistical returns, etc. Under Part II also such questions as miners' liens for wages, the application of the Riot Act, etc. are dealt with (4).

* A copy of the Ontario Statutes for 1908 was received at the Department of Labour by courtesy of the King's Printer of Ontario during July, the present review having been withheld until the statutes in the form in which they received final assent were available.

(1). Ontario statutes 1908, Chapter 57.

(2). Ontario Statutes 1908, chapter 58.

(3). Ontario Statutes 1908, chapter 59.

(4). Ontario Statutes, 1908, chapter 21.

The Lumbering Industry.

In the "Free Grants and Homesteads Act" and the "Rainy River Free Grants and Homesteads Act", provisions are inserted under which crown lands not reserved from settlement and not valuable for their pine and mineral, but being agricultural land suitable for cultivation and settlement, may be opened for location and sale to actual settlers, and the pine included in the location or sale. The settler, however, may not dispose of the pine except for building, fencing and in the course of actual clearing, until he has been six months in residence, with a house 16x20 feet, and six acres cleared and under crop. The amendment does not apply to lands already under license for the cutting of timber ⁽⁶⁾.

Certain lands are withdrawn from the Temagami Forest Reserve for the purpose of establishing a townsite. It is provided, further, that in case the timber on any portion of a Provincial Forest Reserve has been damaged by fire, or has attained mature growth, it may be offered at public sale under regulations by the Lieutenant Governor-in-Council ⁽⁶⁾.

The Act of 1906 for the protection of forests from fire during the construction of railway lines was made more stringent ⁽⁷⁾.

Municipal Power and Telephones.

An Act was passed to validate by-laws and contracts made by certain municipalities with the Hydro-electric Power Commission for a supply of electric power to be transmitted from Niagara Falls. The municipalities affected were as follows: Toronto, Hamilton, London, Brantford, Guelph, Stratford, St. Thomas, Woodstock, Ingersoll, Berlin, Galt, Toronto Junction, Hespeler, St. Marys, Preston, Paris, Waterloo, New Hamburg and Weston ⁽⁸⁾.

The Hydro-electric Power Commission is given authority to construct a dam on

Dog Lake or on the Kaministiquia, the cost of the work not to exceed \$20,000 ⁽⁹⁾.

An agreement between the commissioners of the Queen Victoria Niagara Falls Park and the Electric Development Company of Ontario Limited was ratified by special legislation ⁽¹⁰⁾.

The Act passed in 1906 with reference to the establishment and operation of municipal telephone systems is repealed and new legislation enacted in its place. The legislation deals with the procedure to be taken by municipalities in installing a telephone system, the issuing of debentures, extensions into other municipalities, establishment of exchanges, etc. ⁽¹¹⁾.

Miscellaneous.

A *Milk, Cheese and Butter Act* was passed, being largely a consolidation of the Act of the Revised Statutes "to prevent fraud in the manufacture of cheese and butter", and of the Act passed in 1906 for the better enforcement of the previous legislation by the appointment of inspectors. Some amendment was made in the provisions relating to power of inspectors, penalties, and the sanitary conditions of cheese factories and creameries, and providing for the selling of milk as "skimmed milk". ⁽¹²⁾.

An Act "respecting the manufacture and sale of bread" fixed the standard weight of a loaf, other than fancy bread, at 1½ lbs., or 3 lbs. avoirdupois; loaves of such weight to be known as "standard bread". Labels are to be affixed to the loaves before baking. Fancy bread must not be sold outside of the municipality wherein it is made, except in loaves of 16 oz. or 20 oz. with labels affixed showing the weight of the loaf. The Act provides for the appointment of Inspectors, and defines their duties in detail. The Act went into force on July 1, 1908 ⁽¹³⁾. The Municipal Act of 1903, which permitted city, town and village councils to

⁽⁹⁾. Ontario Statutes, 1908, chapter 24.

⁽¹⁰⁾. Ontario Statutes 1908, chapter 30.

⁽¹¹⁾. Ontario Statutes 1908, chapter 49. See also *Labour Gazette* for September, 1908; page 283.

⁽¹²⁾. Ontario Statutes 1908, chapter 55.

⁽¹³⁾. Ontario Statutes 1908, chapter 56.

⁽⁶⁾. Ontario Statutes 1908, chapters 17 and 18.

⁽⁶⁾. Ontario Statutes 1908, chapter 20.

⁽⁷⁾. Ontario Statutes 1908, chapter 61. See the *Labour Gazette* for September, 1908, page 282.

⁽⁸⁾. Ontario Statutes 1908, chapter 22.

pass by-laws for seizing and forfeiting bread for other articles when of light weight or short measurement, is amended so as to except bread from the provision (14).

The Act of the Revised Statutes "respecting the sale of intoxicating liquors near public works" is repealed (15).

A "Public Inquiries" Act was passed with reference to commissions and investigations into public matters. The Act will take the place of the previous Act of the Revised Statutes and its amendments. An important change in the new Act is in the form of a clause forbidding the issuing of a commission during a Session of the Legislature without the consent of the Assembly (16).

A further amendment was made of the Act to provide for the appropriation of certain lands for the veterans in South Africa, and for the volunteer militia who served on the frontier in 1866 (17).

Under the "Consolidated Ontario Election Act" millers are named among those who are not obliged to act as returning officer, deputy returning officer, election clerk, or poll clerk (18).

A further amendment of the law regulating the speed and operation of motor vehicles on highways is made. Persons under 17 years of age are forbidden to

drive a motor vehicle on a public street or highway (19).

By an amendment of the Pharmacy Act, greater restrictions are placed on the sale of cocaine.

"The Noxious Weeds Act" is amended by a provision requiring overseers and miners to destroy weeds on highways or roads at the proper time to prevent the ripening of their seed (20).

For the greater protection of the public, an addition is made to the Act regulating the means of egress from public buildings, requiring cinematograph exhibitions to be under the inspection of the police, with a view to proper protection against fire. Provision is also made for the issuing of regulations for the exhibitions of cinematographs, and for the examination and qualification of persons operating the same (21).

By an amendment of the Act respecting stationary engineers, the date after which unqualified persons are not to act is extended from July 1, 1908, to July 1, 1909 (22).

Under a "supplementary revenue" Act the taxation to be levied on banking, loan, trust, railway, street railway, telegraph, telephone, express, electric and parlor car companies, etc., are set forth (23).

(14). Ontario Statutes 1908, chapter 48, section 13.

(15). Ontario Statutes 1908, chapter 33, section 22.

(16). Ontario Statutes 1908, chapter 8.

(17). Ontario Statutes 1908, chapter 19.

(18). Ontario Statutes 1908, chapter 3, section 33.

(19). Ontario Statutes 1908, chapter 53.

(20). Ontario Statutes 1908, chapter 20.

(21). Ontario Statutes 1908, chapter 60.

(22). Ontario Statutes 1908, chapter 41.

(23). Ontario Statutes 1908, chapter 14.

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada.

THE following table gives a detailed return of immigrant arrivals during the first three months of the present fiscal year.

TOTAL IMMIGRATION TO CANADA DURING APRIL, MAY AND JUNE, 1908, COMPARED WITH THE CORRESPONDING MONTHS OF 1907.

	1907					1908					Decrease or Increase.				
	Males.		Females.		Children.	Totals.		Males.	Females.	Totals.	Increase. Males.	Decrease. Females.	Decrease Children.	Decrease Totals.	Percentage of Decrease.
<i>April:</i>															
Via ocean ports.....	24,972	5,052	4,414	34,438	13,637	3,809	3,223	11,335	1,243	13,769	547	572	1,191	13,769	40
From the United States.	5,131	2,103	2,379	9,613	5,678	1,531	1,877	.....	.....	502	.....	.....	502	527	5
Totals.....	30,103	7,155	6,793	44,051	19,315	5,340	5,100	10,788	1,815	14,296	.....	.....	1,693	14,296	32
<i>May:</i>															
Via ocean ports.....	24,744	7,153	6,858	38,755	9,245	4,208	3,692	15,499	2,945	21,610	.....	.....	3,166	21,610	56
From the United States.	3,749	1,522	1,651	6,922	3,922	1,209	1,307	.....	313	484	173	.....	344	484	7
Totals.....	28,493	8,675	8,509	45,677	13,167	5,417	4,999	15,326	3,258	22,094	.....	.....	3,510	22,094	48
<i>June.</i>															
Via ocean ports.....	18,107	7,171	7,041	32,319	4,924	3,392	2,426	13,183	3,779	21,567	.....	.....	4,605	21,567	67
From the United States.	2,806	1,279	1,239	5,324	2,877	1,047	961	.....	232	439	71	.....	278	439	8
Totals.....	20,913	8,450	8,280	37,643	7,801	4,439	3,397	13,112	4,011	22,006	.....	.....	4,883	22,006	58
Grand totals.....	79,509	24,280	23,582	127,371	40,283	15,196	13,496	39,226	9,084	58,396	.....	.....	10,086	58,396	46

British Emigration Returns.

During the month ended May 31st, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—
EMIGRATION FROM GREAT BRITAIN DURING MAY, 1908-07.

Nationality.	1908	1907
English.....	8,390	16,214
Welsh.....	194	(*)
Scotch.....	3,165	6,313
Irish.....	724	1,311
British Colonial.....	156	(*)
Total of British origin.....	12,629	23,838
Foreign.....	1,780	3,519
Total.....	14,409	27,357

During the month ended June 30, 1908, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—
EMIGRATION FROM GREAT BRITAIN DURING JUNE, 1908-07.

Nationality.	1908	1907
English.....	5,156	14,486
Welsh.....	163	(*)
Scotch.....	1,979	4,864
Irish.....	373	921
British Colonial.....	96	(*)
Total of British origin.....	7,767	20,271
Foreign.....	1,427	3,700
Total.....	9,194	23,971

During the six months ending June 30, 1908, the number of passengers leaving the United Kingdom, as above mentioned, was as follows:—
EMIGRATION FROM GREAT BRITAIN DURING JANUARY-JUNE, 1908-07.

Nationality.	1908	1907
English.....	34,939	65,616
Welsh.....	878	(*)
Scotch.....	9,878	22,582
Irish.....	2,511	4,225
British Colonial.....	896	(*)
Total of British origin.....	49,102	92,423
Foreign.....	7,493	14,577
Total.....	56,595	107,000

(*) Not separately distinguished in 1907.

Homestead Entries During June, 1908.

The following statement shows the number of homestead entries made in June, 1908, as compared with June, 1907:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF JUNE, 1908, AS COMPARED WITH JUNE, 1907.

Agency.	1908	1907	Increase	Decrease
Battleford.....	436	163	.....	277
Brandon.....	12	14	.....	2
Calgary.....	145	89	.....	.....
Dauphin.....	56	72	.....	16
Edmonton.....	472	416	.....	.....
Estevan.....	44	75	.....	31
Humboldt.....	194	276	.....	82
Kamloops.....	52	17	35	.....
Lethbridge.....	294	324	.....	30
Moose Jaw.....	852	654	198	.....
New Westminster.....	3	1	2	.....
Prince Albert.....	173	416	.....	243
Regina.....	103	225	.....	122
Red Deer.....	254	215	39	.....
Winnipeg.....	52	65	.....	13
Yorkton.....	105	1,052	.....	947
Total.....	3,247	4,574	386	1,713

It will be seen that there has been a decrease in the number of homestead entries made in June, 1908, of 1,327.

A statement of the homestead entries made during the first six months of the calendar year 1908, compared with the corresponding months of the calendar year 1907, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES, JANUARY-JUNE, 1908 AND 1907.

Month.	1908	1907	Increase	Decrease
January.....	1,453	1,111	342	.....
February.....	1,420	1,033	387	.....
March.....	1,869	1,589	280	.....
April.....	2,987	2,594	393	.....
May.....	2,773	3,253	.....	480
June.....	3,247	4,574	.....	1,327
Total.....	13,749	14,154	1,402	1,807

It will be observed that there has been a net decrease of 405 in the number of homestead entries made during the first six months of 1908, compared with the same months of 1907.

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, during the month of June, 1908, were as follows:—

NATIONALITIES OF HOMESTEADERS IN JUNE 1908.

Nationalities.	No. of Entries.
Canadians from Ontario.....	384
" Quebec.....	77
" Nova Scotia.....	18
" New Brunswick.....	8
" Prince Edward Island.....	8
" Manitoba.....	77
" Saskatchewan.....	150
" Alberta.....	37
" British Columbia.....	19
Persons who had previous entry.....	305
Newfoundlanders.....	59
Canadians returned from the United States..	908
Americans.....	461
English.....	97
Scotch.....	49
Irish.....	29
French.....	14
Belgians.....	17
Roumanians.....	2
Syrians.....	53
Germans.....	230
Austro-Hungarians.....	8
Hollanders.....	11
Danes (other than Icelanders).....	8
Icelanders.....	42
Swedes.....	56
Norwegians.....	114
Russians (other than Mennonites and Doukhobors).....	
Mennonites.....	
Doukhobors.....	
Chinese.....	
Japanese.....	
Persians.....	
Australians.....	
New Zealanders.....	
Total.....	3,247

Representing 8,422 souls.

Of a total of 967 entries made in June, 1908, by persons coming from the United States, there were 340 from North Dakota, 169 from Minnesota, 64 from Wisconsin, 46 from Michigan, 42 from North Dakota, 38 each from Iowa and Washington, 33 from Montana, and 31 from Illinois.

Lands Patented in June, 1908.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, issued by the Department of the Interior during June, 1908, is as follows:—

LANDS PATENTED DURING JUNE, 1908.

Nature of Grant.	June, 1908.	
	No. of Patents.	No. of Acres.
Alberta Ry. & Irrigation Co.'s sales	5	46,867.00
British Columbia homesteads....	11	1,684.20
British Columbia sales.....	2	180.37
Coal lands sales.....	4	448.87
Commutation grants.....	1	47.24
Homesteads.....	1,715	271,202.94
Leases.....	1	516.10
License of Occupation.....	1	
Military homesteads.....		
Mining lands sales.....		
Mineral rights (1,278.80 acres).....	5	
North West half-breed grants.....	16	2,407.37
Parish sales.....	1	99.98
Quit Claim special grants (160 acres)	1	
Railways:		
Calgary and Edmonton Ry. Co....	18	19,700.10
Canadian Northern Ry. Co.....	4	677.17
Can. Pac. Ry. grants.....	5	197.43
Can. Pac. Ry. grants, Souris branch.....	2	307.59
Man. Southwestern Col. Ry. Co..	26	54,698.51
Qu'Appelle, Long Lake & Sask. Rd. & Steamboat Co.....	1	320.00
Sales.....	54	4,213.60
School lands sales.....	10	1,138.33
Special grants.....	21	267.48
Yukon Territory sales.....	7	100.96
Totals.....	1,911	405,075.25

In June, 1907, the number of patents issued was 1,410, covering an area of 532,245.88 acres, showing an increase for the month of June, 1908, of 501 in the number of patents issued, but a decrease of 127,170.66 acres in the area patented.

Land Sales.

The following is a statement of the farm land sales made by the Canada North West Land Company, Limited, during the month of June, 1908, compared with the sales of June, 1907, and for the year 1908 to June 30th, compared with the corresponding period a year ago.

LAND SALES OF CANADA NORTHWEST LAND COMPANY.

	Acres.	Price obtained.
June, 1908.....	646.75	\$ 7,107.50
June, 1907.....	1,601.16	19,211.60
Decrease, 1908.....	954.41	\$ 12,104.10
From Jan. 1 to June 30, 1908	4,067.76	\$ 45,195.44
From Jan. 1 to June 30, 1907	11,477.44	128,462.04
Decrease, 1908.....	7,409.68	\$ 83,267.04

OBLIGATIONS OF HOTEL AND BOARD-
ING HOUSE KEEPERS TOWARDS
IMMIGRANTS.

AN order-in-council was recently passed by His Excellency the Governor-General-in-Council, having reference to the enforcement in certain cities of certain provisions of the Immigration Act, defining the obligations of hotel and boarding-house keepers towards immigrants. The order-in-council was as follows:—

Whereas by Sections forty and fifty-eight of the Immigration Act, Chapter ninety-three of the Revised Statutes of Canada, 1908, it is provided as follows:—

"40. Every keeper of a tavern, hotel or boarding-house, in any city, town, village or place in Canada, designated by any Order-in-Council, who receives into his house as a boarder or lodger any immigrant within three months from his arrival in Canada, shall cause to be kept conspicuously posted in the public rooms and passages of his house, and printed upon his business cards, a list of the prices which will be charged to immigrants per day and week for board or lodging, or both, and also the prices for separate meals, which cards shall also contain the name of the keeper of such house, together with the name of the street in which it is situate, and its number in such street."

"2. No such boarding-house keeper, hotel keeper, or tavern keeper shall have any lien on the effects of such immigrant for any amount claimed for such board or lodging for any sum exceeding five dollars."

"58. Every keeper of a tavern, hotel or boarding-house in any city, town, village or other place in Canada, designated by Order-in-Council, who—

"(a) neglects or refuses to post a list of prices and to keep business cards on which is printed a list of the prices which will be charged to immigrants per day or week for board or lodging, or both, and the prices for separate meals, and also the name of the keeper of such house, together with the name of the street in which the house is situated, and its number in such street, or—

"(b) charges or receives, or permits or suffers to be charged or received for boarding or lodging, or for meals in his house, any sum in excess of the prices so posted and printed on such business cards, or—

"(c) omits immediately on any immigrant entering such house as a boarder or lodger, or for the purpose of

taking any meal therein, to deliver to such immigrant one of such printed business cards, shall incur a penalty not exceeding twenty dollars and not less than five dollars."

And whereas it is considered expedient to bring these sections into force in certain places;

Therefore, His Excellency the Governor General-in-Council is pleased to designate and doth hereby designate, for the purposes of Sections 40 and 58 of the Immigration Act, the Cities of Ottawa and Toronto, in the Province of Ontario; the Cities of Quebec and Montreal, in the Province of Quebec; the City of Halifax, in the Province of Nova Scotia; the City of St. John, in the Province of New Brunswick; the City of Winnipeg, in the Province of Manitoba, and the Cities of Vancouver and Victoria, in the Province of British Columbia, as cities within which every keeper of a tavern, hotel, or boarding house therein who receives into his house as a boarder or lodger any immigrant within three months of his arrival in Canada, shall be subject to the requirements and the provisions of the said section 40, and to the penalties provided by the said section 58 in case of contravention thereof.

INSPECTION OF IMMIGRANTS—RE-
CENT REGULATIONS AND INSTRU-
CTIONS ISSUED BY THE GOVERN-
MENT.

To insure a rigorous enforcement of the law with respect to the admission of immigrants to Canada, and of the various regulations recently issued with reference to the prohibition of certain classes of immigrants, a number of additional inspectors were recently appointed by the Canadian Government for service chiefly at ports of entry on the United States frontier. The following is a copy in part of the instructions issued to these officers, which shows in convenient form the nature of the different enactments at present existing with a view to the regulation of immigration and of the methods that are being taken to enforce them:—

Memorandum for the Guidance of
Immigration Inspectors.

Inspectors appointed to enforce the provisions of the Immigration Act and the regulations made thereunder in respect to immigrants arriving in Canada by railway, or other means, are expected to use fair discretion in carrying out their duties, bearing in mind that the policy of the Department is not one of exclusion of immigrants, excepting in cases where their admission is directly provided against in the Act, or regulations, or is likely to be an injury to the community.

Special attention is to be given to the classes designated as "undesirable," and the Inspector must see that none such are admitted.

(1) Feeble-minded.

Idiots.

Epileptics.

Insane, or those who have had an attack of insanity within five years.

(2) The immigrant who may be afflicted with a loathsome disease, or with a disease that may become dangerous to the public health or widely disseminated, whether the immigrant intends to settle in Canada or only to pass through Canada to settle in some other country.

(3) One who is a pauper or destitute; a professional beggar, or vagrant, or who is likely to become a public charge, or one who has been convicted of a crime involving moral turpitude. A prostitute; or one who procures or brings or attempts to bring into Canada prostitutes or women for purposes of prostitution.

The above are absolutely prohibited from admission into Canada, and if any such are found on the train which the Inspector is examining, he will notify the official or officials in charge of the train that such person or persons cannot be admitted into Canada, but must be returned immediately.

(4) The law requires that an immigrant who is deaf and dumb, or dumb, blind or infirm, must not be permitted to come into Canada unless he belongs to a family accompanying him, or already in Canada, and which family gives security satisfactory to the Minister for his permanent support if admitted into Canada.

(5) It is provided by the regulations issued under the Act that immigrants

may be prohibited from coming into Canada unless they come from the country of their birth or citizenship, by a continuous journey and on through tickets purchased before leaving the country of their birth or citizenship.

With respect to the above, it may be remarked that authority is thereby given to exclude certain classes of persons when the labour conditions prevailing in Canada render such action desirable. When the labour conditions are not such as to render necessary the general application of this regulation, Inspectors are enabled by it to exclude individuals whom they may have reason to suspect are undesirable, for any of the reasons for exclusion set forth in the Immigration Act. Particular discretion will have to be exercised in cases coming under this clause.

(6) Immigrants arriving between the 1st of December and 15th of February may be required to have in their possession \$50.00 per adult passenger, besides a ticket to destination, and between the 15th of February and 1st of April, \$25.00 per adult passenger and ticket to destination.

While the Inspector will be very careful in his examination to see that this clause is complied with, he will not enforce it in cases where satisfactory evidence is furnished that the immigrant is going to some definite employment, or to relatives or friends already settled in Canada who will take care of such immigrant.

For the complete checking up of train, it may be necessary for the Inspector to meet the Canada-bound trains at nearest station on the American side of the boundary line, and accompany train to the first point at or within the Canadian boundary.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING THE MONTH OF JULY 1908.

The following is a list of contracts awarded by the Department of Public Works, the Department of Railways and Canals and the Department of Marine and Fisheries, which have received the signatures of both parties together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

HEATING apparatus for public building, Vancouver, B. C., names of contractors, Leek & Co., Vancouver, B. C., date of contract, June 26 1908; amount of contract, \$10,974.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rates of Wages, Not less than:
Steamfitters.....	50c. per hr., 8 hrs. per day
Steamfitters' helpers.....	35c. " "
Labourers.....	27½c. " "

The foregoing schedule is intended to include all the classes of labour required for the performance of the work, but if any labour is required which is not provided for, by any of the items in the above schedule, the Minister or other officer authorized by him, whenever and as often as the occasion shall arise, shall have the power to fix the minimum rate of wages payable in respect of any such labour, which minimum rate shall not be less than the rate of wages generally accepted as current in each trade or class of labour for competent workmen in the district where the work is being carried out.

Extension to public wharf, Moncton, N. B., name of contractor, A. F. Fawcett, Woodstock, N. B., date of contract, July 8, 1908; amount of contract, \$14,925.00.

FAIR WAGES SCHEDULE.

Trade or class of labour.	Rate of Wages, Not less than:
Foreman carpenter.....	\$2.50 per day of 10 hours.
Carpenters.....	1.75 " " "
Blacksmiths.....	2.00 " 10 "
" helpers.....	1.35 " 10 "
Ordinary labourers.....	1.35 " 10 "
Driver, 1 horse and cart.....	2.00 " 10 "
Driver, 2 horses and wagon..	3.00 " 10 "

Alterations, etc., to post office, Halifax, N.S.; name of contractor, M. E. Keefe, Halifax, N.S., date of contract, July 18, 1908; amount of contract, \$94,000.00.

FAIR WAGES SCHEDULE.

Trade or class of labour.	Rate of Wages, Not less than:
Bricklayers.....	\$0.40 per hr., 9 hrs. pr. dy
Masons.....	0.40 " 9 "
Plasterers.....	0.30 " 9 "
Lathers.....	1.75 per 1,000.
Carpenters.....	0.25 per hr., 9 hrs. per dy
Stonecutters.....	0.40 " 9 "
Builders' labourers.....	0.17 " 9 "
Painters.....	2.00 per day of 9 hours.
Plumbers and steamfitters..	2.25 per day of 9 hours.

Department of Railways and Canals.

Erection of station at Belle River, P. E. I., date of contract, July 25th 1908.

Amount of contract schedule rates; contractor Peter G. Clark, of Summerside, P. E. I.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per day of 10 hrs.. Not less than:
Foreman.....	\$2.50
Carpenters.....	1.75
Bricklayers.....	3.00
Masons.....	2.50
Labourers.....	1.25
Painters.....	1.75

Erection of stations at St. Nicholas, Portage, West Devon, McNeill's mill, Perth and Selkirk, P. E. I. railway. Date of contract, July 25th 1908. Amount of contract, schedule rates, contractors, M. F. Schurman & Company Ltd., of Summerside, P. E. I.

FAIR WAGES SCHEDULE.

Class of labour.	Rate of Wages, Per day of 10 hours, Not less than:
Foreman.....	\$2.50
Carpenters.....	1.75
Bricklayers.....	3.00
Masons.....	2.50
Labourers.....	1.25
Painters.....	1.75

Marine Department Contracts.

The construction of a wooden light-house tower on Mitchener Point, Avon River, N. S. Name of contractor Lawrence Mury of Arichat West, N. S., amount of contract \$2,050. Date of contract 4th January, 1908.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Not less than:
Stonemasons.....	\$2.50 per day of 10 hours.
Bricklayers.....	3.00 " 10 "
Carpenters.....	2.00 " 10 "
Painters.....	2.00 " 10 "
Labourers.....	1.35 " 10 "

The construction of two wooden light-house towers at Mabou Harbour, Inver-

ness County, N. S. Name of contractor E. C. Embree of Port Hawkesbury, N. S. Amount of contract \$2,450. Date of contract 23rd March, 1908.

FAIR WAGES SCHEDULE.

Class of Labour,	Rate of Wages, Not less than:
Carpenters.....	\$1.75 per day of 10 hours.
Painters.....	2.00 " 10 "
Bricklayers.....	3.25 " 10 "
Masons.....	2.00 " 10 "
Concrete workers.....	1.50 " 10 "
Labourers.....	1.25 " 10 "

The construction of a wooden light-house tower on Coppermine Point Lake Superior, Ont. Name of contractor J. Candlish Kennedy, of Owen Sound, Ont. Amount of contract \$1,200. Date of contract 1st April, 1908.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Not less than:
Carpenters.....	.30c. per hr., 10 hrs. per day
Painters.....	.30 " 10 "
Bricklayers.....	.45 " 10 "
Labourers.....	.20 " 10 "

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions.

Nature of Order.	Amount of Order.
Making metal dating stamps and type, and making other hand stamps and brass crown seals.....	\$ 1,031.28
Making and repairing rubber dating stamps and type, also other stamps.....	37.94
Supplying stamping material and wooden boxes, and repairing stamping pads....	2,154.00
Making and repairing Post Office scales...	483.50
Supplying mail bags.....	2,966.20
Repairing mail bags.....	1,118.44
Making and repairing mail locks and supplying mail bags fitting.....	1,095.55
Supplying street letter boxes, portable steel letter boxes and Railway Mail Clerks' tin travelling boxes, and repairing portable letter boxes, Railway Mail Clerks' tin travelling boxes and parcel receptacles.....	454.16
Making and repairing miscellaneous articles of Postal Stores.....	52.05
Making up and supplying articles of official uniform.....	13,108.53

INDUSTRIAL ACCIDENTS DURING THE MONTH OF JULY, 1908.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment and resulted in loss of life or limb, or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the bureau of Mines of Ontario and British Columbia, to the office of the factories' inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 282 individual workpeople in Canada during the month of July 1908, were reported to the Department of Labour. Of these 92 were fatal and 191 resulted in serious injuries. The number of fatal accidents reported in July, 1908, was 46 less than in the previous month and 33 less than in July, 1907.

Of 152 returns received during the month giving the ages of the victims of industrial accidents, 14 referred to persons under twenty-one years of age, 25 to persons between twenty-one and forty-

five, 5 to persons over 45; 108 persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:—

STATEMENT OF ACCIDENTS DURING JULY, 1908
BY INDUSTRIES AND TRADES.

Industry or Trade.	Killed	In- jured.	Total.
Agriculture.....	16	45	61
Lumbering.....	7	5	12
Mining.....	7	14	21
Building trades.....	3	34	37
Metal trades.....	9	15	24
Woodworking trades.....	1	8	9
Printing trades.....		1	1
Clothing trades.....		1	1
Textile trades.....		2	2
Food and tobacco preparation..		3	3
Railway service.....	20	22	42
Navigation.....	9	4	13
General transport.....	9	13	22
Civic employees.....		6	6
Miscellaneous.....	1	9	10
Unskilled labour.....	10	9	19
Total.....	92	191	283

Nature of Fatalities and Accidents.

The chief disasters of the month were the killing of five trainmen in a head-on collision at Medicine Hat, Alta; the death of three trackmen at Osco, Ont., by being run down by an engine; the drowning of three timber limit surveyors in the Montreal River, Ont; the killing of two men in a boiler explosion at Tusket Wedge, Yarmouth, N. S., the drowning of two pilots in the Yukon River, and the death by asphyxiation of two labourers at Lethbridge, Alta.

Head-on Collision at Medicine Hat, Alta.

On July 9, a locomotive running light from Medicine Hat, met in a head-on collision the morning passenger train from the Crow's Nest Pass with the result that five trainmen and two passengers were killed outright and three other trainmen were seriously injured. An inquest was held and the following verdict was rendered in the case of James Nicholson the engineer on the light engine, who was killed:

"We find that James Nicholson came to his death through injuries received in a head-on collision of his engine No. 702, with train No. 17, at a point on the main line of the C. P. railway between Medicine Hat and Dunmore Junction, on Thursday, July 9, 1908, and in our opinion the cause of the collision was the failure of Operator Ritchie to not state in his clearance paper to engine No. 702 that train No. 17 had not arrived, and also that Engineer Nicholson failed to check the train register and ascertain for himself whether or not his clearance was correct. We find also that Operator Ritchie had been working four hours overtime each day during the four days previous to the accident, and that he had been on duty for twelve hours previous to issuing said clearance."

Death of Three Trackmen at Osco, Ont.

On the morning of July 30, while rounding a curve at full speed on the double track at Osco, Ont., train No. 2 ran into an extra gang of sixty trackmen who had stepped on to the east-bound track out of the way of a west-bound freight train, with the result that three workmen were instantly killed and another dangerously injured.

Drowning of Three Surveyors in Montreal River, Ont.

On July 19, while running the rapids between Ragged Chute and Fountain Falls on the Montreal River, Ont., three surveyors were drowned by the upsetting of their canoe.

Boiler explosion at Yarmouth, N. S.

On July 15, two men were killed and two injured by the explosion of the boiler connected with the donkey engine on board the Norwegian barque "Ragna" at Tusket Wedge, Yarmouth, N. S.

Drowning of Two Pilots on the Yukon River, Y. T.

On July 2, a canoe containing two pilots upset near White Horse in the Yukon River, Y. T., and they were both drowned.

Asphyxiation of Two Labourers at Lethbridge, Alta.

On July 15, two labourers met death by suffocation from gas while working in a hole 60 feet deep sunk by the Canadian Pacific Railway to test the foundation for a pier for the large bridge at Lethbridge, Alta.

Record by Industries and Trades.

Agriculture.—There were 16 fatal and 45 non-fatal accidents during July 1908, compared with 28 killed and 25 injured in June and 18 killed and 26 injured in July, 1907. Three farmers were killed by live stock and by lightning, 2 by drowning, by being run over and by falls, and 1 in each case by tools, by a runaway, and by machinery. Of the serious accidents 11 were caused by falling material, 9 by falls, 7 by machinery, 6 each by runaways and by live stock, 2 by tools and 1 each by an explosion, by lightning, by a railway and while trying to extinguish a fire.

Lumbering.—Seven workmen met death by accident during July 1908, and 5 were injured. The record for the previous month was 16 killed and 14 injured and for July 1907, 12 killed and 12 injured. Three each of the deaths were due to drownings and to machinery, and 1 to being struck by flying wood projected from a saw. Three of the injuries were due to machinery and 1 each to being struck by a flying object and to falling material.

DEPARTEMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES F., No. 57.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF JULY, 1908.

Trade or industry	Locality.	Date.	No.	Cause of Fatality.
<i>Agriculture—</i>				
Farmer.....	Dunnville, Ont.....	July	2	1 Slid on fork, abdomen pierced.
".....	St. Basile, Que.....	"	8	1 Gored by a bull.
".....	Estimere, N.-S.....	"	6	1 Drowned, boat swamped.
".....	White Tp., Ont.....	"	16	1 Kicked by horse.
".....	Echo Place, Ont.....	"	11	1 Run over by train.
".....	Bedford, Que.....	"	18	1 Fell from barn.
".....	Sedley, Sask.....	"	14	1 In a runaway.
Rancher.....	Cochrane, Alta.....	"	9	1 Thrown from horse.
Cowboy.....	Lethbridge, Alta.....	"	2	1 Drowned while driving cattle.
Farmer's daughter.....	Laprairie, Que.....	"	15	1 Run over by a raking machine.
Farm hands.....	Chatham, Ont.....	"	6	1 Struck by a train.
".....	Bellevue, Que.....	"	8	1 Struck by lightning.
".....	Viriden, Man.....	"	28	2 "
".....	Niagara Falls, Ont.....	"	19	1 Kicked by horse.
<i>Lumbering—</i>				
Limit Surveyors.....	Montreal River, Ont.....	"	19	3 Drowned in rapids, canoe upset.
Sawmill hand.....	Buckingham, Que.....	"	27	1 Caught in belting.
".....	St. Simeon, Que.....	"	6	1 Struck by stone from blast near mill.
".....	Kaskabowia, Ont.....	"	23	1 Fell on saw.
".....	Haliburton, Ont.....	"	20	1 By circular saw.
<i>Mining—</i>				
Miner.....	Michel, B. C.....	"	3	1 Struck by trip of loaded cars.
".....	Black Lake, Que.....	"	30	1 Fell down shaft.
".....	".....	"	31	1 Fell into asbestos pit.
Quarryman.....	Dundas, Ont.....	"	7	1 From explosion of dynamite.
".....	Parrsboro, N. S.....	"	21	1 Derrick fell on him.
".....	Michel, B. C.....	"	26	1 Struck by loaded car.
Prospector.....	Montreal River, Ont.....	"	10	1 Drowned, canoe upset.
<i>Building trades—</i>				
Carpenter.....	Wellsand, Ont.....	"	14	1 Fell from scaffold.
".....	Midland, Ont.....	"	9	1 Fell 120 ft. from grain elevator.
Painter.....	Hamilton, Ont.....	"	29	1 Fell from high scaffold.
<i>Metal trades—</i>				
Steel worker.....	Sault Ste. Marie, Ont.....	"	2	1 Fell from scaffold.
Foundryman.....	Poklok, N. B.....	"	28	1 Fell 47 ft. from bridge.
Electric worker.....	Stellarton, N. S.....	"	15	1 Electrocuted.
".....	Chippewa, Ont.....	"	24	1 "
".....	Hull, Que.....	"	29	1 "
".....	Windsor, Ont.....	"	2	1 "
".....	Niagara Falls, Ont.....	"	19	1 "
".....	Quebec, Que.....	"	29	1 "
Structural iron worker.....	Hosmer, B. C.....	"	20	1 Fell 70 ft. from tippie.
<i>Woodworking trades—</i>				
Woodworker.....	Winnipeg, Man.....	"	10	1 Struck by wood projected from saw.
<i>Railway employees—</i>				
Brakeman.....	Saskatoon, Sask.....	July	2	1 Run over by train.
".....	Fassett, Que.....	"	9	1 Caught between cars.
Engineer.....	Tring Junc, Que.....	"	3	1 In a derailment.
".....	Medicine Hat, Alta.....	"	10	2 Head-on collision.
Fireman.....	Medicine Hat, Alta.....	"	10	1 Head-on collision.
".....	Bradford, Ont.....	"	15	1 In derailment.
Conductor.....	Medicine Hat, Alta.....	"	10	1 Head-on collision.
Trackman.....	St. Henedine, Que.....	"	3	1 Run over by train.
".....	Niagara Falls, Ont.....	"	28	1 "
".....	Fort William, Ont.....	"	30	3 "
Baggage man.....	Medicine Hnt, Alta.....	"	10	1 Head-on collision.
Construction hand.....	False Creek, B. C.....	"	15	1 Crushed by steam shovel.
".....	Lindsay, Ont.....	"	15	1 Derrick fell on him.
Bridge Supt.....	Field, B. C.....	"	8	1 Fell from bridge.
Watchman.....	Manitoba, Man.....	"	7	1 Run over by engine.

DEPARTEMENT OF LABOUR, CANADA
STATISTICAL TABLE SERIES F., No. 57.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF JULY, 1908.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Yardman.....	Mimico, Ont.....	" 24	1	Run over by cars.
Car shop hand.....	Montreal, Que.....	" 16	1	Caught between cars.
<i>Navigation—</i>				
Captain.....	Off Cape Smoky, N.S.....	" 2	1	Drowned, fell overboard
".....	Champlain, Que.....	" 9	1	" " "
Ship carpenter.....	Yarmouth, N. S.....	" 15	1	Boiler exploded.
Seaman.....	Yarmouth, N. S.....	" 15	1	Boiler exploded.
Dredgeman.....	Amherstbury, Ont.....	" 14	1	Drowned-fell over board.
Pilots.....	Yukon River, Tp.....	" 2	2	Drowned, canoe upset.
Ferryman.....	Dorchester, N. B.....	" 28	1	Drowned, fell over board.
Longshoreman.....	Sault Ste Marie, Ont.....	" 27	1	Drowned, fell off wharf.
<i>Transport—</i>				
Elevator boy.....	Montreal, Que.....	" 9	1	Fell down elevator shaft.
Teamster.....	Survey, B. C.....	" 18	1	Pile of lumber fell on him.
".....	Toronto, Ont.....	" 8	1	Kicked by horse.
Steeplechase rider.....	Oakville, Ont.....	" 17	1	Horse fell on him.
Livery stable driver.....	Queph, Ont.....	" 20	1	Fell from tallyho and run over.
Expressman.....	Montreal, Que.....	" 10	1	Bale of hay fell from loft on him.
Street car employees.....	Burlington, Ont.....	" 27	1	Spool of span wire fell on him.
".....	Niagara Falls, Ont.....	" 29	1	Run over by car.
Coal handler.....	Stratford, Ont.....	" 13	1	Fell from a coal wagon breaking spine.
<i>Miscellaneous—</i>				
Cement worker.....	Longue Pointe, Que.....	" 8	1	Electric shock.
<i>Unskilled labour—</i>				
Labourer.....	Brantford, Ont.....	" 7	1	By a cave-in.
".....	Kenora, Ont.....	" 15	1	Railway ties fell on him.
".....	Longue Pointe, Que.....	" 16	1	Caught between 2 loaded vehicles.
".....	Windsor, Ont.....	" 12	1	Drowned.
".....	Walkerville, Ont.....	" 13	1	" " "
".....	Lethbridge, Alta.....	" 15	2	Suffocated by gas in hole.
".....	New Westminster, B. C.....	" 13	1	Drowned in Fraser river.
".....	Richmond, Que.....	" 19	1	Run over by cars.
".....	Thetford mines, Que.....	" 24	1	Fell from freight train.

Mining.—Seven mine workers were killed and 14 injured during July, compared with 13 killed and 25 injured in June last and 14 killed and 19 injured in July of last year. Two each of the deaths were caused by falls and by being struck by cars, and 1 each by an explosion, by falling material and by drowning. Of the other accidents 7 were caused by cars, 3 by falling material, 2 by falls and 1 each by live stock and by an explosion.

Building.—In this group there were 3 fatal and 34 non-fatal accidents in July 1908, as against 8 killed and 41 injured in the preceding month and 2 killed and 31 injured in July 1907. The 3 fatalities were due to falls. Twenty-one of the lesser accidents were due to falls from

scaffolds, 6 to falls from buildings, 3 to falling material, 2 to tools and 1 each to an explosion and to a fall down stairs in a building under construction.

Metal, engineering and shipbuilding.—During July the record was 9 killed and 15 injured, in June there were 11 killed and 39 injured and in July 1907, 8 killed and 53 injured. Six of the deaths were caused by electric shock and 3 by falls. Seven of the accidents were caused by machinery, 4 by falling material, 2 by flying material and 1 each by electricity and by molten metal.

Woodworking.—A woodworker at Winnipeg, Man., was killed by being struck by a piece of wood projected from a saw and 8 other workmen were injured, 3 each by falling material and by machin-

ery and by flying materials. In the previous month the total was 11 injured and in July 1907, 1 killed and 12 injured.

Printing.—There was 1 non-fatal accident in July due to machinery compared with 2 in June and 2 minor injuries in July, 1907.

Clothing.—Falling material seriously injured 1 of these workmen in July, compared with 1 minor accident in June and 2 in July of last year.

Textile.—Machinery caused 2 non-fatal accidents in this group; in the preceding month there were 6 such accidents, and in July 1907, 2 workmen were killed and 4 injured.

Food and tobacco preparation.—Two workmen were injured by machinery and 1 by the explosion of gas during July. In June the record was 1 killed and 7 injured and in July, 1907, 4 killed and 9 injured.

Railway service.—Twenty railway employees were accidentally killed and 22 injured during July, compared with 28 killed and 32 injured during June, and 26 killed and 25 injured in July 1907. Of the fatalities, 8 were due to the victims being run over, 5, to collisions, 2 each to being caught between cars, to derailments and to machinery and 1 to a fall. Of the non-fatal accidents, 6 were due to falls, 4 to being run over, 3 to collisions, 2 each to being caught between cars and to derailments and 1 each to flying material, to tools, to falling material, to an explosion and to escaping steam.

Navigation.—There were 9 killed and 4 injured in July, compared with 4 killed and 12 injured in June and 12 killed and 10 injured in July 1907. Seven of the fatalities were caused by drowning and 2 by explosion of a boiler. Of the

other accidents, 2 were caused by the explosion of a boiler and 1 each by sunstroke and by falling material.

General transport.—During July, there were 9 killed and 13 injured, as against 5 killed and 19 injured the previous month, and 8 killed and 21 injured in July of last year. Three each of the deaths were due to falls and to falling material, 2 to live stock and 1 to being run over. Five of the non-fatal accidents were due to falls, 2 each to live stock and to being run over, and 1 each to falling material, to a runaway, to flying material and to being caught between cars.

Civic employees.—Four firemen were injured by suffocation at a fire and 2 were injured by being thrown from a hose wagon. In June there were 5 of these employees killed and 4 injured, and in July, 1907, 2 were killed and 7 injured.

Miscellaneous.—A cement worker at Longue Pointe, Que., was killed by electric shock, and 9 other workmen were injured, 4 by falls, 3 by machinery and 1 each by falling material and by boiling water. The record for June was 7 killed and 9 injured, and for July, 1907, 14 killed and 10 injured.

Unskilled labour.—Ten labourers were killed and 9 injured in July, 1908, as against 4 killed and 17 injured in the preceding month, and 1 killed and 15 injured in July, 1907. Three of the deaths were due to drowning, 2 to falling material, 2 to being asphyxiated by gas, and 1 each to being caught between vehicles, to being run over and to a fall. Six of the accidents were due to falling material and 1 each to being run over, to machinery and to a tool.

TRADE DISPUTES DURING THE MONTH OF JULY 1908.

THERE was a marked decrease in the number of trade disputes in Canada during July, compared with previous months, and very few of them had any serious effects on industrial conditions. The granite industry at St. George, N.B., continued to be affected by a strike of granite cutters, and at Toronto, Ont., building operations were

delayed by a general strike of plasterers which lasted during the greater part of the month.

Analysis of Trade Disputes during the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during July

was 10, compared with 14 in June, and 30 in July, 1907. There were about 76 firms and 1,394 employees affected by trade disputes during the month, about 52 firms and 468 employees having been involved in new disputes.

Loss of time in working days.—The loss of time to employees through trade disputes during July was approximately 21,000 working days, compared with a loss of 82,527 days in June, and 81,100 in July, 1907.

Trades affected by new disputes.—The following table shows the trades affected by new disputes during the month, and the number of workers affected in each group of trades.

Trades.	No. of Disputes.	No. of Workers.
Lumbering.....	1	18
Building trades.....	1	350
General transport.....	1	100
Total.....	3	468

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces of the Dominion.

Province.	No. of Disputes.
Quebec.....	1
Ontario.....	2
Total.....	3

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause.	No. of Disputes.
For higher wages.....	1
Against reduction in wages.....	1
Against discharge of an employee.....	1
Total.....	3

Methods of settlement.—Of the 10 disputes in existence during the month, definite settlements were reached in 7, and in another case, industrial conditions were no longer affected, leaving 2 still unsettled at the close of the month. One dispute was settled by conciliation, and two by negotiations between the parties concerned. In four disputes, work was resumed without negotiations and the remaining one ceased to affect the industry concerned.

Results of disputes.—The employees were successful in 5 of the disputes which were terminated during the month, and the employees were successful in 2 disputes. The result of one dispute was indefinite, little work being carried on by the employers on account of unfavourable industrial conditions.

Disputes which Commenced Prior to the Beginning of the Month.

The trade disputes of July, which were in existence before the beginning of the month, comprised strikes of granite cutters at St. George, N. B., woollen mill hands at St. Hyacinthe, Que., iron moulders at Brantford, Ont., bricklayers, masons and stonecutters at Calgary, Alta., bricklayers and masons at Halifax, N. S., tinsmiths at Kingston, Ont., and labourers at Prince Albert, Sask., A brief account of these disputes is given below.

Strike of Granite Cutters at St. George, N. B.

No settlement was reported in a strike of granite cutters at St. George, N. B., employed in monumental work, who went out on June 1, on account of the refusal of their employers to concede a demand for an eight-hour working day, and payment of wages fortnightly instead of monthly. Five firms were affected by this dispute, and according to one of the employers, there were 100 men directly involved, and 100 indirectly. A report received from the Granite Cutters' Union gave 75 men directly affected and 20 indirectly.

TABLE OF TRADE DISPUTES DURING THE MONTH OF JULY, 1908.*

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.			Date of commencement.	Date of termination.	Result.
			Directly.	Indirectly.	Directly.	Indirectly.				
							Fe-males.				Males.	Fe-males.	Males.
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.										
<i>Mining and Quarrying:</i> Granite cutters	St. George, N. B. . . .	Demand for 8-hour day and fortnightly instead of monthly payment of wages.	5	.....	100	.....	100	.....	June 1	No settlement reported at end of month.
<i>Building trades:</i> Bricklayers, masons and stonecutters.	Calgary, Alta.	Refusal of employees to have pay cheques brought to works	1	.....	38	.....	15	.....	May 19	Work resumed, employers conceded demand of men.
Bricklayers and masons	Halifax, N. S.	Demand for 8-hour working day.	7	.....	55	.....	.....	.....	May 1	No settlement reported, but industrial conditions were not affected by dispute.
<i>Metal Trades:</i> Iron moulders.	Brantford, Ont.	Strikers alleged that iron was not melted sufficiently, causing bad castings and consequent loss to themselves'	1	.....	100	.....	.....	.....	April 1	No settlement reported at end of month, but places of some strikers were filled.
Tinsmiths.	Kingston, Ont.	Demand for 8-hour day instead of 9-hour day, with no change in wages.	7	.....	18	.....	.....	.....	June 1	Work resumed on employers' terms no reduction in hours.

Textile trades:

Woolen mill hands. St. Hyacinthe, Que.

Against discharge of unionist employees.....

1

300

May

12 July

17

Work resumed on employers' terms; employees signed a document declaring that they were not members of a union.

Unskilled labour:

Labourers..... Prince Albert, Sask.

Demand for increase in wages from \$1.75 to \$2 per day.....

1

200

June

30 July

3

Work resumed at old rate.

DISPUTES WHICH BEGAN DURING THE MONTH.

Lumbering:

Axemen.....

Against discharge of an employee

1

15

3

July

6 July

8

Work resumed; discharged employee not re-instated.

Building trades:

Plasterers.....

Against reduction in wages from 50 to 45 cents; men alleged they were locked out.....

30

350

July

2 July

28

All except 3 employers agreed to restore old rate of 50 cents an hour, and conditions ceased to be affected.

General transport:

Freight handlers.....

Demand for increase in wages....

1

100

July

13 July

17

Work resumed at old rate.

* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments, affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firms or establishments concerned. Mention moreover, is not made of disputes involving less than six employees, or of less duration than 24 hours.

Strike of Woollen Mill Hands at St. Hyacinthe, Que.

A strike of employees of the Penman Manufacturing Company, which took place at St. Hyacinthe, Que., on May 12, was terminated about July 17, by which time all the strikers had resumed work on the company's terms. The dispute arose from the refusal of the employees to resign from the Textile Workers' Union and the strike was declared; several of their number had been discharged. Before the strikers were taken back, they signed a document declaring that they did not belong to any union, and that they would not join any while they were in the employ of the Penman Manufacturing Company. About 300 employees were originally involved in this dispute.

Strike of Iron Moulders at Brantford, Ont.

No settlement was reported in a strike of 100 iron moulders at Brantford, Ont., who stopped work on April 1, alleging that the iron was not melted sufficiently, thus producing bad castings and consequent loss to themselves.

Strike of Bricklayers, Masons and Stonecutters at Calgary, Alta.

A strike of bricklayers, masons and stonecutters engaged in the construction of the city hall at Calgary, Alta., which began on May 19, was terminated on July 13, when the contractors agreed to give the men their pay cheques at the works. About 38 employees were directly affected by this dispute, and 15 men were indirectly affected.

Strike of Bricklayers and Masons at Halifax, N. S.

No general settlement was reported with regard to a strike of bricklayers and masons at Halifax, N. S., which began on May 1, but on account of dullness in the building trades through other causes, building operations were not appreciably affected by the dispute itself. The strike, which involved 7 firms and 55 employees, arose from a demand for a working day of 8 instead of 9 hours.

Strike of Tinsmiths at Kingston, Ont.

A strike of tinsmiths which took place at Kingston, Ont., on June 1, on account of the refusal of the employers to grant a demand for a working day of 8 hours, instead of 9 hours, was terminated on July 1, when work was resumed on the basis of a 9-hour day. About 7 firms and 18 men were affected by this dispute.

Strike of Labourers at Prince Albert, Sask.

On June 30, a strike of labourers employed on the construction of waterworks and sewers took place at Prince Albert, Sask., on account of the refusal of the employers to grant a demand for an increase in wages from \$1.75 to \$2 per day. It was reported by the employers that the 200 men involved returned to work on July 3, at the rate prevailing before the strike. According to a representative of the men, about 250 labourers were involved, and the strike lasted for a week.

New Disputes.

The new disputes of the month involved plasterers at Toronto, Ont., freight handlers at Depot Harbour, Ont., and axemen at Sillery, Que.

Dispute of Plasterers at Toronto, Ont.

On July 2, about 350 plasterers employed by 30 firms ceased work at Toronto, Ont. It was claimed by the men that the employers refused to renew an agreement expiring on July 1, and announced a reduction in wages from 50 cents to 40 cents per hour, locking out their men on their refusal to accept this reduction. It was reported that the dispute practically terminated on July 28, when all but 3 firms signed a new agreement restoring the old rate of 50 cents an hour.

Strike of Freight Handlers at Depot Harbour, Ont.

On July 13, about 100 freight-handlers employed by the Grand Trunk Railway Company at Depot Harbour, Ont., declared a strike on the refusal of their de-

mand for an increase in wages. On July 17, the strikers returned to work on the terms prevailing before the strike.

Strike of Axemen at Sillery, Que.

On July 6, a strike of about 15 axemen employed by Messrs. W. and J. Sharples, took place at Sillery, Que. According to a report received from the men, the dispute arose from the discharge of one of the employees for disobeying the foreman. On July 8, the strikers returned to work,

the discharged employee not being reinstated. It was reported that the resumption of work was due to the friendly intervention of Mr. Felix Marois, Clerk of the Councils of Conciliation and Arbitration of Quebec.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of July, and which have been reported to the Department.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during July, 1908.

DOMINION REPORTS.

Mining Statistics.

Summary report of the Mines Branch for the fiscal year 1907-8. Ottawa; King's Printer, 1908. Pages 108. Price, 10 cents.

THE Summary report of the mines Branch of the Department of Mines for the fiscal year 1907-8 contains an account of the field work conducted by this branch during the past year, as well as a preliminary statement of the mineral production of Canada during 1907. An investigation into the iron deposits on the Pacific coast showed that as regards material and transportation, the conditions for the establishment of an iron industry in British Columbia were favourable, but there were serious drawbacks in the high charges for labour and in the limited market available, the market of the Western States being closed by a duty of \$4.00 per ton on pig iron. In compliance with a petition for an inquiry into the peat industry, an officer of the Mines Branch was instructed to investigate this industry in Europe, and it was decided to establish in Ottawa an experimental peat fuel testing plant. A new use for peat beds has been discovered in the production of nitrates on an industrial scale, which are used largely in the manufacture of explosives. A translation is given of a bulletin describing experiments along this line made by two French scientists.

The preliminary report on the mineral production of Canada during 1907, shows that the annual production in that year was valued at \$86,183,477, compared with \$79,057,308. There was a decrease of \$2,450,000 in Yukon gold and \$780,436 in gold from other parts of Canada. There was a decrease in lead production of \$556,351, and there were also slight decreases in the production of chromite, corundum and gypsum. In all other mineral products there were substantial increases, the principal of which were coal, to the value of \$4,828,219, silver which increased by \$2,669,766, copper which increased by \$758,170, and nickel by \$586,573. A more accurate idea of the progress of mining is afforded by taking the percentages of increase or decrease. The decrease in gold production amounted to over 28 per cent, representing a falling off in every district, except possibly Nova Scotia. The output of silver was over 50 per cent more than in 1906, the shipments from the Cobalt district more than counterbalancing a falling off in British Columbia. There was an increase of 10 per cent in the production of asbestos, and there were large increases in natural gas and petroleum. The production of Portland cement increased by nearly 12 per cent, with incomplete returns.

Fisheries of British Columbia.

Report of the British Columbia Fisheries Commission, 1907. Ottawa; Department of Marine and Fisheries, 1908. Pages

The commission appointed to investigate the fisheries industry of British Col-

umbia, which concluded its work in 1907, has presented a majority and a minority report. The latter, which is much more stringent in its recommendations is signed by Messrs. Campbell Sweeny and John Pease Babcock. Reference to the majority report has already appeared in the *Labour Gazette*.

The commissioners who presented the minority report, stated that it was conclusively proved that the decrease in the run of salmon to the Fraser river was alone due to excessive fishing. To restore and maintain the run the following recommendations are made:

1. To prohibit all fishing above New Westminster Bridge from July 1 to September 15, restricting the length of all nets used in the district to 150 fathoms, and their depth to 60 meshes, and the enforcement of a thirty-six hour weekly close period in all the waters of the Fraser, and the absolute closing of the river from August 25 to September 15 each year.

2. To prohibit all fishing within the three mouths of the river for sixty consecutive hours each week between July 1 and September 15, and restrict the length of all nets to 150 fathoms, and depth of all nets to 60 fathoms, and prohibit work above Westminster during the weekly closed season, to insure the filling of the hatcheries with eggs and the stocking of the natural spawning beds.

3. To prohibit all fishing, on both sides of the international line, in each of the four poor years, namely, 1908, 1910, 1911, and 1912, and the enforcement thereafter of suggestions 1 and 2.

The Shipping Industry.

List of shipping issued by the Department of Marine and Fisheries, being a list of vessels on the registry books of the Dominion of Canada on the 31st day of December, 1907. Ottawa; King's Printer, 1908. Pages, 436. Price, 25 cents.

The list of shipping issued by the Department of Marine and Fisheries shows that at the close of 1907 there were 7,528 vessels on the register books of the Dominion, measuring 698,688 tons, an increase of 16 vessels and 44,509 tons register compared with 1906. There were

also 3,007 steamers on the register books, with a gross tonnage of 471,795 tons. Assuming the average value to be \$30 per ton, the value of the registered tonnage of Canada, on December 31, amounted to \$20,960,640. There were 392 new vessels of 38,410 tons, built and registered in the Dominion of Canada during 1907. There were 452 vessels removed from the register.

MANITOBA REPORT.

The Cattle Industry.

Report of the Beef Commission appointed to inquire into the purchase and sale of cattle, hogs, sheep and meat in the provinces of Manitoba and Alberta. Winnipeg; King's Printer. 1908. Page, 36.

The report of the commission appointed on May 6, 1907, by the government of Manitoba to investigate the live stock industry in the provinces of Manitoba and Alberta, contains a number of recommendations for the remedying of certain abuses that were discovered and for the improvement of the cattle trade. References to the sittings of this commission have already appeared in previous issues of the *Labour Gazette*. It was found that one firm, the Gordon, Ironsides & Fares Co., handled 75 per cent of the cattle exported from Canada in 1906, and thus possessed what is described as a semi-monopoly. This commanding position secured for this firm many advantages over its weaker rivals, rendering competition very difficult. Comparing the cost of shipment from Maple Creek, Sask. to Montreal the advantage amounted to \$215.39 a car or \$12.66 a head, over the cost to an independent rancher.

The following recommendations were made by the commission:—

1. That, at the present, the city of Winnipeg provide a market and abattoir, under proper regulation and management, and other points as fast as the trade will justify.

2. That the railway companies should provide union stockyards under independent management.

3. That the railway companies be requested to make provision in their yards, to ensure proper care and protection of all

animals being transported, either for local sale or export.

4. That complaints against the railway companies be referred to the Railway Commission.

5. That cattle should always be bought and sold in their normal state.

6. That we do not find that there exists, or has existed, any combination in restraint of or affecting trade in cattle, sheep or meat, or any or all of them, in the province or elsewhere, such as would infringe on "The Criminal Code of Canada, 1892," and amendments thereto, and cannot therefore recommend any prosecution.

7. That a copy of the evidence and a copy of this report be sent to the Minister of Justice at Ottawa, with a recommendation for his consideration thereof, in order that "The Criminal Code" be further amended, so as to provide a remedy for conditions that now obtain, but which are not in direct violation of "The Criminal Code," and that your commissioners are further of the opinion that means should be devised to successfully meet modern conditions, and thereby secure to the producer his legitimate value.

SASKATCHEWAN REPORT.

The Telephone Service in Saskatchewan.

Report of Mr. Francis Dagger, employed as Provincial Telephone Expert, with respect to the development of the Telephone Service in the province of Saskatchewan. Regina: Department of Railways, 1908. Page, 44.

In his report upon the telephone systems of Saskatchewan, the telephone expert appointed by the Government of that province estimates that there are at present about 3,250 telephones in Saskatchewan serving a population of approximately 300,000, making an average of one telephone to 92 inhabitants, compared with one telephone to less than 20 inhabitants in the United States. There are only 22 local telephone systems compared with 121 incorporated cities, towns and villages in the province. This small number is attributed in the report to the lack of long distance telephone service, there being only about 420 miles of long

distance lines. In order to provide more adequate telephone facilities it is recommended that the provincial government erect 2,057 miles of lines connecting the capital of Regina with the more settled districts, the cost for which would be from \$514,250 to \$719,950. A policy is advocated whereby the future long distance telephone service in Saskatchewan would be owned and controlled by the Provincial Government, the local exchange systems to be left to the municipal councils to deal with according to the needs of their respective localities.

BRITISH REPORTS.

Wages Boards and Conciliation and Arbitration in Australia and New Zealand.

Report of the Secretary of State for the Home Department on the Wages Board and Industrial Conciliation and Arbitration Acts of Australia and New Zealand. By Ernest Aves, London: Wyman & Sons, Ltd., 1908. Pages, 226. Price, 1s., 10d.

In January, 1907, a commissioner was appointed by the Home Office of Great Britain to investigate the systems of Wages Boards in Australia, the systems of compulsory arbitration and the working of the Acts for the regulation of hours of employment in shops in Australia and New Zealand. The first report of the commissioner contains the results of his inquiry with respect to Wages Boards and Conciliation and Arbitration, the subject of shop hours being reserved for a separate report.

In the introduction it is pointed out that this branch of legislation has in none of the Australian States reached a permanent form, new or amending laws being everywhere contemplated. Public opinion with regard to compulsory arbitration varies greatly not only in the different states, but at different times in each state, and there is no uniform view of its advantages in either class of employer or employee.

Special Wages Boards for the maintenance of a legal minimum wage exist in Victoria, South Australia and Queensland.

The first legislation of this nature was assed in Victoria in 1896, when the Governor-in-Council was authorized to ap-

point Special Boards consisting, in addition to the chairman, of not fewer than two or more than five employers, and of the same number of representatives of persons employed; to determine the lowest price or rate of wages to be paid in the clothing, furniture, and bread baking trades. This act was to be in force only until 1900, when an amending Act was passed, continuing its operations for two more years, and providing for a Royal Commission to enquire into its operations and effects. The Act was at the same time extended to the butcher trade, and a clause was added extending its scope to "any process, trade or business, carried on in a factory or workroom," after a resolution passed by either House, declaring it expedient to take this step. The commission recommended the consolidation and separation of the laws relating to factories and shops, the introduction of an Industrial Conciliation and Arbitration Bill; and the repeal of all matter relating to Wages Boards on this Bill becoming law. Only the first of these recommendations has been carried out. In succeeding years various changes were made in the powers of these Boards, but they were not made permanent until 1905, when the Factories and Shops' Acts were consolidated. By the Act of 1903, the provisions of which were incorporated in the Act of 1905, Boards formed after October, 1903 were to base their determinations on the average prices or rates of payment paid by reputable employers to employees of average capacity. Permits to work at rates under those fixed by the Boards might be granted to slow workers as well as to the old and infirm, who received this privilege in 1900. The Minister was empowered to appoint members of all Boards, subject to the non-expression of disapproval within 21 days by at least one-fifth of those represented. The Furniture Board had always been appointed by the Government, in consequence of the Chinese in that trade. A Court of Industrial Appeals was also created, to which determinations could be referred by either party or by the Minister, or which could be called upon to frame determinations, upon the failure

of any Board. In South Australia, two Wages Boards were formed in 1905, in the clothing and shirt-making and white work trades, under Acts passed in 1900 and 1904, and in 1906 a Dress-making and Millinery Board was formed. As no power was granted to these Boards to enforce their determinations, their utility cannot very well be estimated. In Queensland, a Wages Board Bill only became law in April, 1908.

Various drawbacks are pointed out in the working of the Industrial Arbitration Acts of New Zealand, New South Wales, and Western Australia, but in opinion of the commissioner it is too soon to draw final conclusions upon them.

Cost of Living in Germany.

Report of an enquiry by the Board of Trade into working class rents, housing and retail prices, together with the rates of wages in certain occupations in the principal industrial towns of the German Empire. London: Wyman & Sons, Ltd. Pages, 609. Price, 4s., 1d.

A report issued by the Board of Trade of Great Britain upon the cost of living in Germany contains the results of an investigation into the industrial conditions of thirty-three German towns, varying in size from Berlin with 2,040,000 inhabitants to Oschersleben with 13,000. Many details are given with respect to working class rents, housing, retail prices of the principal articles consumed by the working classes, and the rates of wages, prevailing in each district. In a comparison between Germany and England it is shown that in Germany a workman pays about one-quarter more than in England for similar housing accommodation, and if a British working man went to live in Germany he would have to spend 219 pence for the amount of groceries, meat and coal which could be purchased in England for 185 pence. On the other hand, the average wages in the building, engineering and printing trades in Germany, grouping them together, are 83 per cent of those paid in England and Wales. In these industries, the hours of labour in Germany are from 8 to 12 per cent higher than in England, and the hourly earnings are about 75 per cent of those in England.

AUSTRALIAN REPORT.

Industrial Conditions in Western Australia.

Report by the Superintendent of the Labour Bureau for the year ending 31st December, 1907. Perth, West Australia: 1908. Pages, 24.

The work of the Labour Bureau of Western Australia consists in helping the unemployed to procure work, by registering the names of all applicants, and bringing the employer and employee together. During 1907, there were 7,038 registrations and 3,842 engagements effected through offices of the bureau. Railway and boat fares were advanced to 770 persons at a total cost of £641., Os., 3d. Refunds were made by employers to the amount of 72 per cent of the money advanced. Reports of industrial conditions are given from 35 districts. In many localities the prospects were said to be good, but in 8 they were poor, and in others only fair.

UNITED STATES REPORT.

Industrial Conditions in Kansas.

Twenty-third Annual Report of the Bureau of Labour and Industry of the State of Kansas for 1907. Topeka. State Printing Office. 1908. Page, 351.

The Annual Report of the Bureau of Labour and Industry of Kansas, for 1907, is divided into eight chapters. Under the heading of Wage-Earner Statistics tabulated returns are given showing the wages, cost of living, savings, investments and rentals of wage earners in the State. In another chapter an account is given of the labour organizations, their number, membership and activities. The remaining portions of the report deal with factory inspection, trade disputes, legal decisions affecting labour, manufactures, the lead and zinc industry, and the proceedings of the Tenth Annual Convention of the State Society of Labour and Industry.

OTHER REPORTS RECEIVED.

Canada.—Royal Commission, Quebec Bridge Inquiry Report and Plans.
Report of Dividends remaining unpaid, claimed balances and unpaid Drafts

and Bills of Exchange in Chartered Banks of the Dominion of Canada for five years and upwards prior to December 31, 1907.

Special Reports by Professor E. E. Prince, Dominion Commissioner of Fisheries. I. The Local Movement of Fishes. II. Utilized Fishery Products in Canada.

Annual Report of the Topographical Surveys Branch, 1906-0907.

Ontario.—Annual Reports of the Dairymen's Associations of the Province of Ontario, 1907.

Annual Report of the Bee-Keepers' Association of the Province of Ontario, 1907.

Thirty-Ninth Annual Report of the Fruit Growers' Association of Ontario, 1907.

Third Annual Report of the Poultry Institute of the Province of Ontario, 1908.

Illustrated Appendix to the report of the Inspectors of Factories, 1906. Devices for Guarding Dangerous Machinery, etc.

Third Annual Report of the Poultry Institute of the Province of Ontario, 1908.

Report of the Minister of Education, for the Year 1907.

Great Britain.—Annual Statement of the Trade of the United Kingdom with Foreign Countries and British possessions, 1907, Vols. I and II.

Forty-fourth Annual Report of Alkali, etc., Works. by the Chief Inspector. Proceedings during the year 1907.

Report to His Majesty's Secretary of State for the Home Department on the Draft Regulations (June, 1907) proposed by him to be made for factories in which the process of casting brass is carried on. By William Wills.

Reports of the Chief Registrar of Friendly Societies for the year ending 31st December, 1906. Part A.—Appendix (N). Section VIII.

Report to the Secretary of State for the Home Department on the Acts for the Regulation of the Hours of Employment in shops in Australia and New Zealand. By Ernest Aves.

Australia.—Official Year Book of the Commonwealth of Australia. No. 1. Statistics for Period 1901-1907.

New Zealand.—Awards, Recommendations and Decisions under the Industrial Conciliation and Arbitration Act. April, 1908.

United States.—A Digest of the Treaty, Laws and Regulations concerning the admission of Chinese, their residence in and transit through the United States and its Insular Possessions. By Frederick D. Cloud.

Austria.—Bericht uber die Tatigkeit des K. K. Arbeitstatistischen Amtes im Handelsministerium wahrend des Jahres, 1907.

France.—Statistique Annuelle du

Mouvement de la Population, Annees 1905 et 1906.

Statistique Annuelle de la Mouvement de la Population, Année 1907 (Chiffres Provisoires).

Statistique generale de la France. Rapports au Conseil Superieur de Statistique. Rapport preliminaire de la Commission de la Statistique des Fonctionnaires.

Caisse d'Epargne et de Prevoyance des Bouches-du-Rhone. Rapport et Comptes-rendus.

Italy.—Abolizione del Lavoro notturno nell'industria della Panificazione.

RECENT REPORTS AND MAPS OF ECONOMIC INTEREST, ISSUED BY THE GEOLOGICAL SURVEY, CANADA.

THE Geological Branch of the Department of Mines, Canada, issues from time to time a number of reports and maps concerning explorations made by members of the staff in little known parts of Canada, and more detailed surveys of districts that are important from a mineral standpoint. These publications are of very great service to prospectors, as a prospector before going into a district may write to the Director of the Survey and obtain any maps and reports that cover the country he is going to examine. These will be sent him free provided he has been explicit regarding the territory he intends to examine, the supply being too limited to furnish maps and reports that are not actually needed. Lists of publications may be had free on application.

The following is a review of certain reports of this kind issued by the Geological survey during 1907 and 1908. *

Economic Geology of Nanaimo and New Westminster Districts, B. C.

Preliminary report on a portion of the main coast of British Columbia and adjacent islands, included in the New Westminster and Nanaimo districts, by O. E. Leroy. This report, while only pre-

liminary, gives a fund of information respecting the economic geology of a portion of British Columbia, which, though only partially examined, has already given evidence of being rich in mineral wealth, as well as possessed of immense timber resources, with water power available for their development. Gold, silver, copper, iron, zinc, structural stone in great variety, and clays—some of a very fine pure character—are all found in abundance, as well as other minerals of lesser importance. An excellent map is incorporated in the report.

Coal on the Telkwa River, B. C.

A report on the Telkwa river and vicinity, by W. W. Leach, is of interest from the fact that extensive bodies of coal are known to exist along that river and its tributary streams, which will be rendered accessible by the construction of the Grand Trunk Pacific railway. At present, the only means of communication is by pack train; but as soon as the coast section of the Transcontinental railway is opened, the coal can be shipped direct from the mines to tide water. The country has been only roughly prospected, but many mineral claims have already been staked, and much of the available timber land taken up. A map accompanies the report.

* The Department is indebted for the following matter to Mr. R. W. Brock, Acting Director of the Geological Survey.

Gold Near Lake Megantic, Que.

A report of John A. Dresser, on the recent discovery of gold near Lake Megantic, Quebec, recalls the fact that alluvial gold was successfully mined for many years on tributaries of the Chaudiere river, which flows out of Lake Megantic. The present discovery is near Victoria river, which empties into the lake. Three separate dikes have been located, in which quartz, carrying small grains of gold, is found. A number of licences have been taken up along the Victoria river, in the hope that alluvial gold may be found. An assay of a sample taken from one of the dikes shows, in addition to gold, a small silver value. The report is accompanied by a map.

Tertiary Plants of British Columbia.

This is a monograph on the Tertiary Plants, found in the lignites of British Columbia and other portions of Western Canada, the material for which was collected by L. M. Lambe, in 1906, the determination of species having been made by Professor Penhallow, D.Sc., F.G.S.A., of McGill University, Montreal. Although much has been accomplished in determining the age of the tertiary deposits, it is still an open question as to the precise horizons within which they fall, and the number of successive stages represented in the tertiary as a whole. The studies contained in this report will help to clear up some of the questions about which there is difference of opinion; and the report brings together, in readily accessible form, a mass of material hitherto scattered and fragmentary.

Report on a Portion of Northwestern Ontario Traversed by the National Transcontinental Railway, Between Lake Nipigon and Sturgeon Lake.

The National Transcontinental railway, now under construction, will open up, and render accessible, much territory of which little has hitherto been known. This report describes a district to the north of Lake Superior, which the ex-

plorations, made by the author (W. H. Collins) show to be possessed of considerable economic value. Gold and iron are the principal minerals—so far as known—and some development work has been done, though not to any great extent. This region, owing to its geological peculiarities, has many lakes and water courses, and water powers exist in every direction. Areas of arable land are to be found, together with an abundance of timber for firewood, and mining purposes. A map, geologically coloured, showing the features of the district, accompanies the report.

Moose Mountain District of Southern Alberta.

The Moose Mountain district, in Southern Alberta, is rich in coal, and natural gas, and its frequent accompaniment, oil, is also found. This report, of investigations made by D. D. Cairnes, B.Sc., M.E., contains full information respecting the geology of the area and the economic minerals it contains, with lists of the fossils and the flora there found. A map goes with the report.

Geological and Topographical Map of a Portion of Conrad and White Horse Mining Districts, Yukon Territory.

Considerable activity has been going on in the development of the district shown on this map, now rendered easy of access by means of the White Pass & Yukon railway. The map shows the geological formations, topographical features, and mining claims of the district. It has been prepared to accompany a report of D. D. Cairnes, B.Sc., M. E.

Elmsdale Sheet, Hants and Halifax Counties, N. S.

This map shows, in detail, all the features of this portion of the gold-bearing area of Nova Scotia. In addition to the map there is also a section indicating the respective rock formations. The map includes the Renfrew, Mount Uniacke and Oldham gold districts.

Geological Map Showing Coal Areas in Alberta, Saskatchewan and Manitoba.

The coal supply for the western provinces is an economic question of great importance. This map, showing the coal areas, has been prepared to accompany a report by D. B. Dowling, B.A.Sc., and will be of great service in this important matter.

Map of the Auriferous Gravels on Bonanza and Hunker Creeks, Klondike Mining District, Yukon Territory.

This map has been prepared to accompany a report by R. G. McConnell, M.A., and conveys much information respecting a district to which much attention has been directed recently, on account of its rich gold mines.

Plan and Sections of the Brookfield Gold District, Queens County, Nova Scotia.

This plan, prepared by E. R. Fari-bault, B.A.Sc., shows one of the gold districts of Nova Scotia, which has yielded considerable quantities of the precious metal.

New Topographical Map of Rossland District, B. C.

Special Map of Rossland, B. C., by W. H. Boyd. This map issued June, 1908, shows the topography of the city and the adjacent mining district, with contour lines, and details, which cannot fail to be of great service to anyone interested in the development of this important mining centre.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopsis of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

PRIVY COUNCIL CASE.

Decision re Sheet Metal Workers Union of Toronto, Ont., vs the Metallic Roofing Company.

BY a decision of the Judicial Committee of the Privy Council rendered at London, Eng., during July, the appeal in the case of Jose et al vs. the International Union of Sheet Metal Workers against the judgment of the Canadian courts for \$7,500 in favour of the Metallic Roofing Company, was allowed. This action, which was commenced in 1902, has been of pronounced interest throughout to trade unionists in Canada. The company originally brought action for \$20,000 damages against the officers of the union and was allowed \$7,500 for damages alleged to have been sustained through picketting and boycotting on the part of the union, its officers and members. An injunction against picketting and interference with the business of the

company was also allowed. The Court of Appeal of Ontario upheld the part of this judgment referring to damages, but found no picketting and consequently, struck out the injunction. The case was then carried to the Privy Council, which as above stated, has granted the appeal and has ordered a new trial on the grounds of misdirection at the initial trial. The text of the decision of the Privy Council had not been received at the Department up to the close of the month(*).

ONTARIO CASES.

Release Held not Binding on Plaintiff in Damage Suit—Breach of Factories Act.

Action for damages for injuries sustained by plaintiff in defendant's saw-mill in Ottawa, where plaintiff was working as a carpenter in the service of defendant, owing as alleged to the negligence of the latter. Defendant, besides resisting the action on the merits,

(*) For references to the various stages of the action, see the *Labour Gazette* for October, 1902, page 278, for November, 1903, page 483, Vol. IV, pages 116, 228, 598, 692 and 1392, and Vol. VII, page 1310.

pleaded a release of the causes of action. Plaintiff was injured on 20th November, 1907, and his arm was amputated on that or the following day. Defendant called to see him at the hospital on 2nd December, and consoled with him on the loss of his arm; but there was nothing said about a settlement. On 9th December, when defendant made his second visit, being the occasion on which the release by plaintiff was obtained, defendant spoke to plaintiff about his condition and said he intended giving him \$100., and would take him into his employment and do what he could by providing him with work as long as he was able to retain him. Evidence was given by the plaintiff's attending physician that on the date of the signing of the release plaintiff was incapable, owing to his condition, of transacting business requiring consideration. Plaintiff supposed that a cheque for \$100, which defendant left with him on the date mentioned, was intended for the payment of his doctor's bill. Defendant admitted that the object in securing the release was his fear that plaintiff would consult a solicitor, and an action might be brought and a verdict recovered against him. The release did not contain any provision for future employment of plaintiff by defendant, although such future employment was held out as part of the consideration for the release, and therefore the release did not contain the whole terms of the bargain as detailed by defendant himself. Having regard to all these circumstances the presiding Judge held that the release formed no bar to plaintiff's recovery in the action.

On the merits of the case, it appeared that on the day of the accident, when plaintiff went to the factory, he was put to work on a gang-saw, where he remained until 2 o'clock in the afternoon, when he was started running a "sticker," which is described as "a machine having rotary cutting-heads for producing straight mouldings." Plaintiff had operated a "sticker" for a couple of hours a day for a few days in a factory prior to entering the employment of defendant, but that "sticker" had no cutting-heads in the rear end of

the machine, as the one he was operating in the defendant's factory had. There was a set of cutting-heads placed 10 inches from the rear end of the machine, and these are brought into requisition to plane the under side of the longest mouldings before they pass out at the back of the machine. It was by reason of the plaintiff getting his arm into the aperture where these rear cutting-heads were making 3,500 or 4,000 revolutions a minute, that his left arm was cut off just above the elbow. The principal cutting-heads in the middle of the machine were guarded, but those at the rear of the machine were unguarded, and it was claimed by defendant that they could not be guarded. Evidence, however, was given on behalf of plaintiff that they could easily be guarded, and they were guarded after the accident. The presiding Judge, in giving judgment after the trial, said:—"This was a most dangerous part of the machinery, and should have been guarded. At the time of the accident to the plaintiff he was performing a service which he deemed necessary in removing the pieces of broken moulding which he thought would interfere with the belts and pulley, and so injure the machinery; and I find there was no want of reasonable care in endeavouring to perform what he had undertaken. The defendant, being guilty of a violation of the Factories Act in not having this dangerous part of the machinery guarded, is liable at common law. I assess the plaintiff's damages at \$3,000."

(Lennox v. McAuliffe; 23rd May, 1908; MacMahon, J.)

New Trial Ordered in Employers' Liability Case.

On an appeal by defendants from the judgment at the trial in the case noted at page 1484 of the June number of the *Labour Gazette*, a new trial has been ordered.

(Morton Co. v. Ontario Accident Ins. Co.; 4th June, 1908; Divisional Court.)

Brakeman Awarded Damages for loss of Arm.

Action for damages for personal injuries suffered by plaintiff in the cir-

cumstances mentioned in the judgment now quoted.

"The plaintiff was on 18th November, 1907, employed as a brakeman on a freight train of the defendants on their line of railway between Ottawa and Prescott; and at Kemptville Junction, while coupling a locomotive and tender of the train to an oil tank, his arm was caught and taken off above the wrist. Defendants admitted their liability for the injury, and paid \$1,000 into Court as being sufficient to satisfy plaintiff's claim. Plaintiff had, prior to 1891, been in defendants' employment as brakeman for 8 years at \$1.25 per day. After that he was in partnership with his father in the pump-making business until April, 1907, when he was employed by defendants as senior brakeman, which would put him in line for promotion to a freight conductorship. There is a lever running along the side of the car, and there should be a chain from the lever, with a pin attached thereto, which if the appliances are in working order, drops into a hole in the coupler, when the cars to be coupled come together, and the coupling is then complete. The lever at the side is designed to enable the brakeman to work the coupler without going in between the cars. When the plaintiff went to make the coupling, the locomotive tender was backed down to within 4 feet of the tank car, and he then saw that the coupler on the tank car was defective, as there was no chain from the lever to the pin, and the pin was rusty and in the coupler, so he went to and opened the coupler on the tender, and then gave the engineer the signal to back down so that the tender and tank car might come together, which was done and, thinking the coupling had been made, he gave a signal to go ahead, when the tender and car parted, shewing that the coupling had not caught. He found on examination that the coupling could not be made, because the chain from the lever on the tender was too short, and the pin would not go down far enough to make the coupling complete automatically. If the coupler on either the tender or tank car had been in working order the coupling would have been made

automatically by the impact, as both were on a straight rail. Had they been on a curve, it would have been necessary for both couplers to be in perfect working order to make the coupling by impact. After the tender and tank car parted, and when about a car length from each other, plaintiff told the engineer to stand there, and said to him, "I will go in and see if I can get this thing (the coupler) open on the car." He went to the tank car and tried to pick the pin out of the coupler with the thumb and finger of his right hand, and had put his left hand underneath to push it up, when the locomotive backed up and took his left arm off between the wrist and elbow. Plaintiff is left-handed, and the hand taken off was therefore the one most used and most valuable to him. The Railway Act, R. S. C. 1906, Ch. 37, sec. 264, provides:—"264. Every company shall provide and cause to be used on all trains modern and efficient apparatus, appliances and means."

"(c) to securely couple and connect the cars composing the train, and to attach the engine to such train, with couplers which couple automatically by impact, and which can be uncoupled without the necessity of men going in between the ends of the cars."

"The Act was intended to obviate the great danger to life and limb to which brakemen were exposed by being obliged to go between the ends of the cars in order to make the couplings. And as it has been shewn that the tender and the tank car could not be automatically coupled by reason of the defects in both, there has been a breach of the statutory duty, and as the plaintiff was injured as a result of that breach, he is entitled to recover as at common law. Plaintiff was at the time he was injured 38 years old. The average wages of a senior brakeman are \$75 a month, and that is what the plaintiff earned. As the plaintiff is entitled to recover as at common law, I assess the damages at \$4,500. The defendants will pay the plaintiff's costs."

(Darrant v. Canadian Pacific R. W. Co.; 13th June 1908; MacMahon, J.)

Death Due to Dangerous and Defective Machine.

Action by plaintiff, the widow, of the late John Joseph Cotie, who was employed at the defendants' mill for extracting turpentine from pine stumps, at Barry's Bay, in the county of Renfrew, to recover damages for his death. Cotie was on 9th March, 1907, working at a slab pulper or hogger in the mill, and was instantly killed by the bursting of the machine, which, it was alleged, was old and second-hand, and was defective in its construction, and was badly cracked to the knowledge of the defendants' foreman. The hogger is a heavy machine, weighing 5,000 pounds, and was placed on a staging built of three rows of hemlock timber, each 12 x 12 inches in thickness, the bottom timbers of the staging being placed on top of the earth, and these were banked up with earth on either side. The lower timbers of the staging were not anchored to the rock, or placed on a concrete foundation, as it was alleged should have been done to prevent vibration during the running of the machinery. On 7th March, the first day the hogger commenced running it was evident there was something wrong in the construction of the foundation, as it and the whole building vibrated, and the machine only ran for part of the day. In consequence of the great vibration, additional bracing was put in the building on the 8th. On the morning of the 9th the machine was started at 7 o'clock, and ran for a couple of hours before it burst, causing Cotie's death. The material was fed into the hogger by a throat or spout which fits into an angle of the hogger where the disk-wheel revolves, having attached thereto 24 knives projecting into the throat plate about an inch and a quarter cutting the material as it entered into small pieces. Sometimes the material became jammed in the throat plate, and the man in charge would have to break the jam up with a stick. The engineer who ran the engine said that when this wedging or jamming of the material occurred, the engine was not of sufficient power to carry a right and even

speed, and when the jam was broken the disk wheel raced up in speed, making 600 revolutions a minute, when its speed under ordinary conditions was 400 revolutions. Evidence was also given by the engineer that on 8th March, the day previous to the accident, he had discovered and drew the attention of deceased and two other fellow employees to the existence of a crack 6 or 8 inches long between the knives on the inside of the disk-wheel near its outer edge. These latter said they could discover no crack and one of them said that when the machine burst the wheel was broken into hundreds of pieces, and the fragments were examined by two of the witnesses, who said they were unable to find any crack in the pieces examined. Scobie, the engineer, had been in the room where the deceased was 2 or 3 minutes prior to his being killed, and said he was standing with a long pine stick in his hand, breaking the jam in the throat of the machine the use of a stick for that purpose being directed by Hugh K. McLean who was occasionally in superintendence at the mill. Scobie testified that the jam had been broken, and he was leaving, and had reached the door of the engine room, and became alarmed at the rate at which the machine was running, and he thought the knives in the disk-wheel were striking the throat plate, and he ran to cut off the steam, when the machine burst, and the fragments were scattered through the room. The disk-wheel in which the knives were set had two feet broken off from it—the broken piece containing the whole of the knives. Cotie's body was found lying across the door of the machine room. Evidence was given by a witness of 40 years' experience of machines that the kind of machine in use at defendant's mill was designed 40 years ago for cutting white pine slabs, but was wholly inadequate to cut red pine stumps, and would require a machine to be made specially for the latter purpose, as the red pine stumps are much harder and tougher than white pine slabs. He agreed with the engineer in saying that the foundation was insufficient to support a machine of that weight and running

sometimes at a speed of 600 revolutions a minute; that it should have been run at 279 revolutions, and the disk should have been running at the same speed; that the disk-wheel was travelling at the rate of 2 miles a minute, and caused the wheel to burst; and that he would expect the knives to strike the throat plate by reason of the vibration. In his opinion the machine was old and defective. The presiding Judge in concluding his judgment after the trial said:—"The superintendent of the factory spoke of Scobie as a careful man, and I was greatly impressed by his evidence; and believe the crack existed in the disk-wheel, and widened out, as he said, from the rapid speed of the wheel, together with the vibration of the machine, causing the wheel to burst. In my opinion, the machine was not suited to cut red pine stumps. Then the foundation on which the machine was placed was defective in not being bolted to the rock, for the great strain it was required to bear. That became apparent the first day the machine was run, as not only the platform but the whole factory vibrated to such an extent that the machine was stopped running on that and the following day, to allow parts of the factory to be braced up. Under the conditions frequently occurring in the factory, the material being jammed near the throat-piece, the engine was inadequate in power to keep up a steady and even speed, and as a consequence, when the jam was broken, it immediately developed a speed to which it should not have been subjected, and became, extremely dangerous because of the increased velocity communicated to the disk-wheel, which together with the crack I have found existed in the wheel, and the vibration which had not been remedied, caused its destruction. In *Smith v. Baker*, (1891) A.C., Lord Watson said, at p. 356 'At common law the employer's ignorance would not have barred the workman's claim, as he was bound to see that his machinery and works were free from defect.' And Lord Herschell in the same case, at p. 362 says: 'It is quite clear that the contract between employer and employed involves on the part of the former the duty of

taking reasonable care to provide proper appliances, and to maintain them in a proper condition and so to carry on his operations as not to subject those employed by him to unnecessary risk.' Whatever the dangers of the employment which the employed undertakes amongst them is certainly not to be numbered the risk of the employer's negligence, and the creation or enhancement of danger thereby engendered. The defendants ought to have known of the improper conditions existing, as the vibration of the machinery was made manifest on 7th March, and the want of power of the engine was known to Scobie, the engineer. The deceased was at the time of his death 34 years old, and had been earning \$45 per month and his board, which his wife said would be worth about \$12, equal to \$57 a month, which would be a fair average for men at that work. As the plaintiff is, in my opinion, entitled to recover at common law, I assess the damages at \$4,500, which I apportion as follows: \$2,000 to the widow, and \$1,250 to each of the children Christina and Walker. The defendants will pay costs."

(*Cotie v. Canada Turpentine Co.*; 26th June, 1908; MacMahon, J.)

Appeal in Damage Suits Dismissed.

Action by plaintiff, administrator of the estate of Ivan Bichanie, who was an employee of defendants, and was killed by an express train of defendants while engaged in his employment of repairing the roadbed of defendants' railway, on behalf of the widow and nine children of deceased to recover damages for his death. At the trial on the answers of the jury that the defendants had not been guilty of any negligence causing the death, the presiding Judge (Teetzel, J.) entered judgment dismissing the action. Plaintiff appealed from this judgment, but his appeal was dismissed with costs.

(*Bichanie v. Michigan Central R. R. Co.*; 2nd June, 1908; Divisional Court).

In the case noted at page 1484 of the June number of the *Labour Gazette* an appeal by plaintiff from the judgment

at the trial was dismissed with costs, no one appearing to support the appeal.

(Vaccaro v. Kingston & Pembroke R. Co.; 10th June, 1908; Divisional Court.)

In the case noted at page 1023 of the February number of the *Labour Gazette*, an appeal was taken by plaintiff from the judgment of the Court of Appeal for Ontario dismissing the action, but same has been dismissed with costs.

(Thompson v. Ontario Sewer Pipe Co.; 16th June, 1908; Supreme Court.)

In the case noted at page 1479 of the June number of the *Labour Gazette*, an appeal by defendant from the judgment at the trial in plaintiff's favour has been dismissed with costs.

(Dagg v. McLaughlin; 23rd June, 1908; Divisional Court.)

In the case noted at page 619 of the November, 1907, number of the *Labour Gazette*, an appeal by defendant from the judgment at the trial in plaintiff's favour has been dismissed with costs.

(Warren v. Macdonnell; 30th June 1908; Court of Appeal.)

In the case noted at page 1161 of the March number of the *Labour Gazette*, an appeal by defendants from the judgment of a Divisional Court ordering a new trial of the action has been dismissed with costs.

(Curtis v. Michigan Central R. R. Co.; 30th June, 1908; Court of Appeal.)

Grand Jury Returns "No Bill" in Railway Conductor's Case.

Referring to the note at page 1480 of the June number of the *Labour Gazette*, the Grand Jury at the June sessions at St. Thomas returned "no bill" in two charges against John Lawton, the Wabash conductor who was accused of neglect of duty and violation of the company's rules.

(Rex v. Lawton; 10th June, 1908; St. Thomas Sessions.)

Action for Damages characterized as Gross Ingratitude.

Plaintiff was employed as a painter by defendant, and in May, 1907, was paint-

ing a ceiling in an office in Toronto, when he jumped on one of the planks of the scaffold, causing it to break. He fell to the ground, fracturing a leg and breaking some bones in one of his feet. While he was in the hospital the defendant paid all his expenses, and supplied him with money, and on his recovery offered to re-employ him. At the conclusion of plaintiff's case the presiding Judge suggested that the parties might get together and arrive at an amicable settlement. This did not appear to suit the plaintiff and the trial proceeded. After hearing the evidence for the defendant, his Lordship dismissed the action, remarking: "It was an act of gross ingratitude on the part of this plaintiff, after his employer had generously stepped forward and paid his hospital expenses and doctor's bill, besides giving him money to help him over his misfortune, for him to attempt to obtain damages by means of legal action for an accident for which he was himself entirely responsible."

(Anketell v. Robinson; 12th June, 1908; Riddell, J.)

Seamen get Judgment for Wages.

Captain John Ewart of the steamer Neebing was summoned to appear before the Police Court at St. Catharines to answer charges made by Richard J. Johnson and James Pearce for non-payment of wages. In Court the men swore they had been hired for the season, on the understanding that they would receive \$25 a month if they remained the whole season. They were paid for the first month, but when they complained of uncivil treatment by the second mate of the steamer, the captain paid no attention, and at Lock 25 of the canal told them to get ashore as quickly as possible or he would put them off. The captain was ordered to pay the men \$12.50 each and costs.

(Johnson v. Ewart, 1st June, 1908; Comfort, P. M.)

Damages Awarded for Death of Son.

At the Hamilton Spring Assizes, an action was brought by the father of a deceased employee of defendants to recover

damages for his death, caused, as alleged, by the negligence of defendants. Deceased was a workman in the employ of defendants, contractors for the Hamilton Railway Company, and was killed by an explosion of dynamite. A jury found in plaintiff's favour with \$500 damages.

(Dini v. Nicholson & Riley; 21st May, 1908; Mulock, C. J.)

Brakeman's Relatives Awarded \$3,500. Damages.

Arising out of the case noted at page 1025 of the February number of the *Labour Gazette*, an action was tried at the Spring Assizes at Windsor, in which the relatives of J. H. Gray sought to recover damages from the Wabash and Grand Trunk Railways for the death of the brakeman, caused, as alleged, by the negligence of both defendants. The presiding judge non-suited the case against the Grand Trunk, holding that negligence was not shown against that company. A jury awarded plaintiffs \$3,500 damages against the Wabash, finding that Gray met his death by the negligence of Conductor Lawton in failing to notify his rear brakeman that he was taking part of the train to Corinth, and to display the proper signals as a precaution.

(Gray v. Wabash R. R. Co.; 1st May, 1908; Anglin, J.)

Damage Action Dismissed.

At the St. Thomas Spring Assizes, an action brought by plaintiff, a factory worker, to recover damages for injuries sustained by him while operating a shaper machine in defendants' factory at St. Thomas, was tried before a jury. Questions were submitted to the jury, and upon their answers to such questions, the presiding judge entered judgment for the defendants dismissing the action.

(Daboll v. Thomas Brothers; 4th June, 1908; Magee, J.)

Brakeman Awarded Damages.

In the County Court at Ottawa, plaintiff, a brakeman in the employ of the defendants, brought suit to recover \$200 damages for injuries sustained by him in the course of his employment, owing, as alleged, to the negligence of defendants.

Plaintiff, in the month of September last, was at Alexandria, on his third trip as a brakeman, when there was a violent shock at the starting of the train. Not being accustomed to the movement of the cars, plaintiff was thrown to the side of the track and sustained injuries which obliged him to lay up under the doctor's care. The negligence alleged was that the engineer of the train started too suddenly. Plaintiff was awarded \$75 damages.

(Dickson v. G. T. R.; 11th June, 1908; MacTavish, J.)

Damage Action Settled with Approval of Court.

In connection with the case noted at page 736 of the December number of the *Labour Gazette*, under the name Rex v. McCarthy, and Anderson, an action was brought by the widow of the deceased engineer, Edward O'Donnell, on behalf of herself and seven infant children against the railway company to recover damages for his death, caused, as alleged, by the negligence of the defendants or their servants. A settlement was made for the sum of \$4,500, which was approved by the Court on behalf of the infants.

(O'Donnell v. C. P. R.; 7th May, 1908; Riddell, J.)

Dishonest Employment Methods.

William Plewes, foreman for Kelly & Co., contractors, was recently in the Police Court at Toronto on a charge of obtaining the sum of \$1 each from thirteen Italians upon his promise to obtain them employment. It was alleged that after employing them for a day or two, he discharged them without cause. For the defence, it was claimed that Plewes had reimbursed the men by giving them pay checks for time they had not worked. The Crown finally consented to withdraw the charge of defrauding the Italians on the condition that the money collected from them, \$11 in all, was paid back. The foreman was discharged by his employers.

(Rex v. Plewes; 23rd May, 1908; Denison, P. M.)

Michael Poull was recently convicted on a charge of fraud in connection with bringing some 50 Poles and Russian Jew to Oshawa on the pretence that he would

procure work for them at the Oshawa canning factory. The manager of the factory swore that although the accused had worked for him for two weeks, he had no authority to engage men; in fact, the factory was not in need of men. Poull was sentenced to 21 days in jail by the Police Magistrate at Whitby.

(Rex v. Poull; 3rd July, 1908.)

Strikers committed for Trial on Charge of Rioting.

In connection with the strike of Union moulders at the works of the Moffatt Stove Company, 13 strikers have been committed for trial on a charge of rioting. The original charge was one of assault on a member of the firm and six non-union employees in the works as they were returning from church on the evening of Sunday, June 21st. Sixteen men in all were included in the charge, but the Magistrate decided that there was no evidence to connect three of the accused with the offence, and they were discharged.

(Rex v. McCuaig et al; 3rd July, 1908; Ellis, P. M., West Toronto.)

QUEBEC CASES.

Appeal in Damage Suit Dismissed.

Plaintiff sued to recover \$749.60 due or damages he had suffered by the fault and negligence of defendant while at work in its mine. A stone, loosened from the ceiling of the chamber in which plaintiff was working, fell on him and injured his right arm. Defendant pleaded that plaintiff was a sub-foreman in his department, and if the portion of the mine in question was not safe at the time of the accident, it was through the fault and negligence of plaintiff himself. The action was tried at Sherbrooke in the Superior Court of the District of St. Francis before Hutchinson, J., and resulted in plaintiff being awarded \$374.80 in damages. The Court found that the only justification for the assertion that the plaintiff was a sub-foreman was that he sometimes received more pay than an ordinary labourer, but further evidence

established that plaintiff received less than the regular sub-foreman, and the Court rejected this attempt to make plaintiff responsible for the work done in the mine at the time of the accident. Plaintiff knew the rock, which subsequently fell on him, was loose, although it was not considered likely that there was any immediate danger from its falling. The Court below found that the plaintiff had proved his damages for the amount claimed, but inasmuch as plaintiff had previously known the rock was loose, he was guilty of contributory negligence, and reduced the damages to \$374.80, with interest and costs. Defendant appealed from this judgment, contending that the stone had been examined a month or two before the accident by the plaintiff and by a man employed by the defendant on account of his skill and experience in such matters, and although slightly affected, they considered it safe. Basing itself upon a judgment of the Supreme Court in the case of Canadian Asbestos Co. v. Girard, 36 S. C., R., p. 13, appellant claimed no negligence could be imputed to it in that respect. Appellant argued that respondent was a sub-foreman, and in charge of the operations, and it was his duty to see that the locality was safe, and that he could not recover damages under such circumstances. Respondent contended that the accident was caused by the falling of the rock before the scaling gang had had an opportunity to complete their work, the foreman having previously ordered them to discontinue scaling. If he had allowed the gang to continue and complete the work, the rock would have been removed from its insecure position. Further, it was contended that respondent was not at the time acting in the capacity of foreman. In dismissing the appeal, Trenholme, J., said:—"In spite of the fact that the Court below reduced the condemnation of the appellant for fault and contributory negligence on the part of the respondent, the appellant now asks us to put the whole loss upon the respondent. We are of the opinion that, at the time of the accident, respondent was not in charge of the mine, but that, on the contrary, there were others in the

mine who gave him orders, and further, that the company did not fulfil all its obligations. We think the damages allowed were very moderate. Judgment unanimously confirmed with costs."

(Eustis Mining Co. v. Bean; 22nd May, 1908; Court of Appeal.)

In the case noted at page 343 of the September, 1907, number of the *Labour Gazette*, an appeal by defendant from the judgments at the trial in plaintiffs' favour was dismissed with costs.

Grenier v. Connolly; Martel v. Connolly; 30th May, 1908; Court of Review.)

In the case noted at page 924 of the February, 1907, number of the *Labour Gazette*, an appeal by defendant from the judgment at the trial has been dismissed with costs. In rendering the judgment of the Court of Review, Saint Pierre, J., said:—"There are two grounds of negligence alleged against the defendant, namely: 1. The locomotive was making the coupling when going too fast. 2. The brakes on the tender were out of order. We find both points completely established by the proof of record, and on this point we confirm the judgment of the Superior Court. But the learned Judge in the Court below found that there was imprudence on the part of the plaintiff in being where he was in an upright position at the time of the accident. We are unanimously of the opinion that there is error in this part of the judgment. We find that the plaintiff's duty required him to be where he was at the time of the accident, and it would have been impossible for him to be sitting down instead of standing up, as suggested in the Court below. Plaintiff was doing his work at the place where he had a right to be, and he was doing it in the ordinary and usual manner in which it is done, and we cannot find anything of record to show that he contributed in any way whatever to the accident. Speaking for myself, personally, I would not have found any fault upon plaintiff's part. We consequently confirm the judgment of the Superior Court, but for other reasons, with costs."

(Robert v. Beique; 30th May, 1908; Court of Review.)

In the case noted at page 1017 of the February, 1908, number of the *Labour Gazette*, upon the verdict of the jury the case was reserved by the trial Judge for the consideration of the Court of Review as to the judgment to be entered upon the verdict. Plaintiff moved the latter Court for a judgment in his favour, notwithstanding the verdict of the jury, and secondly for a new trial. Defendants moved the Court for judgment in accordance with the verdict. In giving the judgment of the majority of the Court, Tellier, J., said:—"The plaintiff, along with some others, was engaged in digging a drain, and a quantity of earth and stone fell from the side of the drain upon plaintiff and broke his leg. The jury found that no one was to blame, and consequently the accident was the result of fortuitous event. The defendants could not be condemned in damages if no fault were proved against them, and the verdict of the jury exonerating them from all blame must be sustained. There is no evidence of record that the jury was led into error by the judge's charge. And in any event, the plaintiff only objected to the charge after the jury had brought in their verdict. The law clearly says objections to the charge must be made before the case is given to the jury and the verdict is rendered. The jury having decided on the question of fact that there was no fault on the part of anyone, we cannot disturb that verdict, because there is evidence of record to support it. The verdict is clearly not against the weight of evidence. Plaintiff's two motions are dismissed with costs, and defendants' motion is granted with costs." Hutchinson, J., dissented, and was of the opinion that the plaintiff should be granted a new trial on the ground that defendants were engaged in dangerous work, and did not take the care that the law requires in protecting their employees against accident, and that, consequently, the jury did not award plaintiff any damages when he was clearly entitled to them; and further, that the judge misdirected the jury, and, finally that the verdict is clearly against the weight of evidence, and that the evidence

clearly shows that the accident was neither inevitable nor fortuitous.

(Sangallo v. Laurin et al; 30th May, 1908; Court of Review.)

Railway Gateman Fined for being Drunk on Duty.

For being found drunk while on duty. James Byrnes a Grand Trunk gateman, formerly stationed at the Charlevoix street crossing, was fined \$25 and costs, or two months in jail, in the Police Court at Montreal recently. The offence was committed on May 8, the gateman, with two companions, being found lying drunk in the shanty while the gates were up and trains passing by.

(Rex v. Byrnes; 4th June, 1908; Choquet, J.)

Cotton Workers' Union Troubles.

Upon a charge laid by Antonio Gignac, claiming to be the business manager for the Magog District of the Federation of Textile Workers of Canada and General President of the Union, of forcible entry and detainer, and of having broken into and taken possession of certain premises leased by Gignac in Magog as a meeting hall and place of business in connection with the Federation, in a manner likely to cause a breach of the peace, on 29th May last, Alfred Beaulieu, of Magog, a member of the Federation, has been committed to stand his trial at Sherbrooke at the next sittings of the Court of King's Bench. It was contended on behalf of the accused that Gignac had been regularly deposed from office in the Federation and had no right to keep the keys of the rooms which were broken into.

A similar charge against Adelard Mure for an offence committed on the 23rd day of May last was dismissed.

(Rex v. Beaulieu & Mure; 10th June, 1908; Mulvena, District Magistrate.)

Charge of Obtaining Money by False Pretences Dismissed.

George Poliquin, secretary and business agent of the Longshoremen's Union, was recently charged in the Police Court of Montreal with obtaining \$2 from each of five Poles by false pretences. It was

alleged that Poliquin took the money, promising to secure work for the Poles within a couple of days. The evidence, however, shown by the receipts put forward by the defence, and given by one Gauldwing, the middleman between Poliquin and the Poles, proved that the Poles had simply paid the \$2 on account of the \$5 subscription necessary to make them members of the Longshoremen's Union. Moreover, it was proved that Poliquin told them, "Join the Union and you may get work." The presiding Magistrate declared that the case was simply due to a misunderstanding, and that Poliquin had no intention of defrauding the Poles. At the same time, he advised the Union to refund the money.

(Rex v. Poliquin; 5th June, 1908; Choquet, J.)

ALBERTA CASE.

Appeal of Alberta Lumbermen's Association Declined.

The appeal of the President of the Alberta Lumbermen's Association against a conviction by the Chief Justice of the province, imposing a fine of \$500 and costs on the association, has been unanimously dismissed by the Court en banc. The defendant had been found guilty of an offence under sub-section (d) and section 498 of the Criminal Code referring to combines in restraint of trade. Mr. Justice Harvey in rendering judgment spoke in part as follows:

"It appears to me beyond question that such an attempt to fix prices is a distinct violation of sub-section (d) of section 498, and is in itself sufficient to support the conviction. It is true that an agreement between two parties not to compete with each other may be enforceable by the courts if the restriction is limited in time and space, and is only reasonably sufficient to protect the business interests of the party intended to be protected, but I know of no case which would authorize the conclusion that an agreement between the two parties not to enter into competition with each other, while holding themselves out to the world in

general and to their customers in particular as in active competition, would be so supported by the courts, and on principle I should have no hesitation in saying that such an agreement would be invalid. The ground on which agreements in restraint of trade are held to be invalid is one of public policy, and such an agreement, tainted with fraud as it is against the public, would, it appears to me, on that ground be most improper, and therefore illegal. Much more would such an agreement when made between all or practically all of the persons from whom the public could obtain the article of sale. Not merely would the intention of the association as indicated by these by-laws, if successfully carried out, lessen, but it would absolutely stifle competition."

In concurring with the above, Mr. Justice Stuart said: "If section 1 of article 3 of the articles of association had been confined to a mere statement of the qualification requisite for membership, it might have been impossible to connect it with the resolution of May 8, in such a way as to lead to liability. But section 1 does more than state the qualification for membership. It contains a definition of a 'retail lumber dealer.' The resolution was a direct overt attempt to prevent the manufacturers from selling to others than legitimate retail lumber dealers, as defined by the article referred to. In other words, the association attempted to prescribe who should be considered not merely by themselves, but by the manufacturers, 'a retail lumber dealer.' The definition they give, using as it does the words, 'reasonably commensurate with the demands of the community,' leaves it entirely in the hands of the secretary, according to the resolution, to decide what is reasonably commensurate within the meaning of the section. In effect, therefore, the association assumed and attempted to decide for the manufacturers to whom they should sell lumber, and to restrict those sales, not merely to such persons as resold or intended to resell by retail to the consumer, but which is a much narrower

restriction, to such persons as conformed to a definition laid down by the association itself. I do not say if the association had simply confined itself merely to an attempt to prevent manufacturers selling to others than those who intended to resell by retail, that in such case there would necessarily have been an attempt to unduly limit competition in the retail lumber trade. But it appears to me to be beyond question that, where the attempt is avowedly made to restrict sales by manufacture only to such persons as the association may decide come within the terms of what is on the face of it a rather stringent definition drawn up by the association itself, in such case the attempt is an attempt to unduly limit competition.

ENGLISH CASES.

Accident on or about Premises on which Contractor has Undertaken Work.

A contractor entered into a contract to cart sand to a place where street paving work was going on, and to cart rubbish away to a chute which he occupied some distance away. He entered into a sub-contract with another person that the latter should cart rubbish from the place and shoot it where he pleased. A workman in the employment of the sub-contractor, while driving a cart loaded with rubbish through the public streets to a place which was not the contractor's chute, fell off the cart and was killed. It was held that the accident did not happen on or in or about premises on which the contractor had undertaken to execute the work, or which were otherwise under his control or management within the meaning of s. 4, subs. 4, of the Workmen's Compensation Act, 1906, and that therefore the contractor was not liable to pay compensation under the Act.

(*Andrews v. Andrews et al*; 3rd June, 1908; Court of Appeal.)

THE LABOUR GAZETTE

SEPTEMBER, 1908.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF AUGUST, 1908.

I.—GENERAL SUMMARY.

THE beginning of the western harvest and the augmentation of railway construction staffs gave employment to large numbers of workmen during August, and affected the condition of the labour market over a wide area. Though the western crop will be smaller than was anticipated in July, the yield will be one of the largest recorded. In Ontario and the eastern provinces, also, the outlook is for a favourable agricultural return. The effect of these reports has been to improve the general trade and industrial outlook for the autumn, though manufacturers and wholesalers were still restricting output and orders to the immediate future. The lumbering industry was characterized by dullness, and operations during the coming winter will be on a smaller scale than in 1907-08. Mining, on the other hand, was busy and gave promise, in both coal and metalliferous branches, of steadily increasing activity during the rest of the year. Railway traffic has been increasing, and will be heavy from now on, but waterborne freight has been much smaller in volume than in 1907. Immigration continued to show a marked decline compared with 1907.

Changes in Wages and Hours of Labour.

There were few changes in wages reported during August. An important change was the advance of the rate for unskilled labour in certain localities re-

sulting from the exodus of labourers to work in the western harvest fields. The rate paid to the latter, however, was somewhat lower than last year, ranging from \$2.00 per day upwards for good workmen. Plumbers and steamfitters at Calgary, Alta., had their wages increased from 51½c. to 54c. per hour.

Cost of Living.

Wheat and other grains were firm in price. Flour and bread were downward at several points. Potatoes were also lower, but butter and eggs were exceptionally high for the season. Fruit has been cheaper than last year. Hides and leather have been stationary. Metals have been quiet, with silver downward in tendency.

Interruptions to Industry.

The number of trade disputes in existence during August was 2 less than in July, but there was an increase of about 171,600 in the number of working days lost. Compared with August, 1907, there was a decrease of 17 in the number of disputes, but an increase of about 92,740 in the number of working days lost.

In the first three weeks of August, forest fires caused widespread damage in British Columbia, completely destroying the town of Fernie and much valuable standing timber. (*).

(*) See special article in present issue.

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

Among industrial establishments, etc., destroyed by fire or through other causes during August, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scot a.—Washing plant at Sydney, loss, \$2,000. Gales off the Nova Scotia coast on August 2nd caused heavy damage to fishermen's boats. Forest fires in Lunenburg county on August 20, destroyed about 1,000,000 feet of timber.

New Brunswick.—Furniture factory at Newcastle, loss, \$100,000. Barns at Bath and Humphrey's Mills.

Quebec.—Store at l'Abord à Plouffe; general store at Martinville, loss \$6,000; at Montreal, four tenements; restaurant, loss, \$10,000; hall and garage, loss, \$40,000; hardware store; three storehouses; cold storage warehouse, loss, \$50,000. Hotel at Roberval, loss, \$100,000; sawmill at St. Cyrille, loss, \$75,000; two barns and stables at St. Isidore de Laprairie, loss, \$3,000; hotel and residences at Savabec, loss, \$30,000; dry-houses and 30,000 feet of lumber at Smith's Mills; warehouse and five residences at Tetreaultville, loss, \$10,000; stables and outbuildings at Viauville, loss, \$10,000. Barns at Bedford, Pierreville, Rock Island, and South Durham.

Ontario.—Livery stable, and six horses at Arnprior, loss, \$3,000; planing mill at Arthur, loss, \$6,000; a large chimney damaged by lightning at Brantford, loss, \$1,400; store-house and contents at Frankford; business block at Glencoe, loss, \$16,000; factory at Goderich; 16 commercial buildings at Gore Bay, loss, \$75,000; machine repair shop at Hagersville, loss, \$6,000; business block and contents at Havelock, loss, \$45,000; creamery at Greenwood, loss, \$2,000; saw-mill (partial at Hintonburg, loss, \$1,000; hotel at Huntsville; hardware store at London, loss, \$90,000; lumber at Mississippi Station, loss, \$10,000; lumber yard at Kingston, loss, \$10,000; Canadian Pacific work-shops (partial) at Ottawa, loss, \$1,000; drug store at Pembroke, loss, \$10,000; Canadian Northern Railway coal docks at Port Arthur; hotel at Port Arthur, loss, \$15,000; pork packing plant at Pottersburg, loss, \$125,000; transformer in power house at St. Catharines, loss, \$7,000; club house at St. Clair Flats, loss, \$75,000; two box cars with coal at St. Thomas, loss, \$1,700; lumber yard at Sault Ste. Marie, loss, \$100,000; business portion of Sterling, loss, \$75,000; business block at Toronto, loss, \$125,000; restaurant at Toronto, loss, \$1,000; stock yards at Toronto, loss, \$150,000; railway station at Weston.

Barns at Aylmer, Binbrook, Bradford, Dunwich, Cameron, Centreville, Cowal, Dutton, German Mills, Glenburne, Lindsay, Kossuth, Oshawa, Milverton, Chipewawa, Frankville, Mount Pleasant, Paris, Payne's Mill, Rodney, Talbotville, Tavistock Wainfleet and Weston. The steamer Neepawa ran on a shoal near Otter Point in Lake Superior and was abandoned.

Manitoba.—Engin' house and contents at Minnedosa, loss, \$20,000; hotel at Portage la Prairie; steamer Premier and wharves and buildings in the vicinity at Warren's Landing, loss, \$104,000.

Saskatchewan.—General store at Gainsboro, loss, \$30,000.

Alberta.—Steam laundry at Wetaskiwin, loss, \$1,500.

British Columbia.—Machine shops of Dominion Copper Company at Boundary, loss, \$25,000; the town of Fernie (*); shingle mill at Magee; railway station at Midway; coal tippie at Nicola Valley, loss, \$4,000; rooming house at Vancouver, loss, \$2,000; manufacturing establishment at Vancouver, loss, \$51,000.

High water on August 6th carried away two spans of the bridge over the Thompson River at the foot of Kamloops Lake.

Conditions in the Industries and Trades.

Conditions of employment during August in the several industries and trades

throughout Canada, as indicated by the reports of correspondents of the *Labour Gazette* and by information received at the Department from other sources, may be briefly summarized as follows:—

Agriculture.

Harvesting operations in western Canada were begun early in the month, and the effect on the general labour market was felt over a wide area. Of special importance from the standpoint of the outlook for the coming autumn was the report that, notwithstanding the unfavourable weather conditions during July, the crop is expected to be one of the largest in the history of the prairie provinces. A congestion of farm labour occurred in southern Manitoba and at points in Saskatchewan, but was considerably relieved in the closing days of the month. Frosts did some damage in the third week of the month, but the area affected was not large.

According to the Census and Statistics Monthly for August, the heat and drought of July lowered the condition of field crops all over Canada, but less in Ontario and Alberta than elsewhere, as the ripening season in those provinces was earlier. Measured on the basis of 100 for a standard condition, being a full crop of good quality, wheat fell during the month from 84 to 76, oats from 90 to 81, barley from 83 to 80, rye from 92 to 78, peas from 82 to 79, mixed grain from 84 to 81, and hay and clover from 87 to 82. The condition of beans at the end of the month was 75 per cent. or one more than at the end of June. Other crops showed conditions for the end of July as follows: 78 for potatoes, 74 for turnips, 73 for sugar beets, 75 for other roots, 77 for husking corn, and 83 for fodder corn. The drought of July also shortened the pasturage, and the condition of live stock was reduced, though animals of every class were reported in a healthy state.

The bulletin of the Dominion Fruit Division for August, showed that apples had improved, with pears and peaches a medium crop, grapes and tomatoes an excellent crop and plums light.

According to a report issued by the government of Ontario, crops in that province will be up to the average. Corn will be the best crop in many years. Wheat yielded well, but was somewhat injured by wet weather at harvest. Barley is a good crop in western Ontario, but poor in the east. The yield of oats varied somewhat. Rye, peas, beans and fruit were fair, to good. Hay was a good yield, but the tobacco crop was only fair. Potatoes and root crops show a marked improvement over last year.

The fall wheat crop in Alberta showed a good yield. Conditions in the cattle industry of Alberta have been very favourable. The winter was mild and the stock lost little weight, so that shipments are being marketed earlier than last year, and the beef is of better appearance. Prices have been on high levels.

Messrs. A. G. Harrison, of Edmonton; W. Bowers, of Red Deer, and R. A. Wallace, of High River, Alta., were appointed by the government of Alberta, a commission to investigate the pork industry. The commission will visit various packing-houses in Ontario, and will later pay a visit to Chicago.

A meeting of the Pomological Society of Quebec was held during August. A Quebec society for the protection of plants from insects and insect pests was recently organized at Macdonald College.

Three hundred and seven farmers throughout Ontario conducted experiments with autumn-sown crops during the past year.

A commission of agriculturists from Scotland visited Canada during August, passing through the Maritime provinces, Quebec and Ontario on their way to western Canada.

Fishing.

Catches in the Maritime provinces have been uniformly fair for the season, but the price offered for the product was lower. A number of vessels of the Lunenburg and La Have banking fleets returned during the month with heavy fares and reported that the season had been very favourable.

The commission recently appointed by the government of Canada to enquire

into the condition of the shad fishery held a number of public sittings at various points in Nova Scotia.

On the great lakes, catches were light, though at Port Arthur, on Lake Superior, the season has been an exceptionally prosperous one for fishermen.

The run of sockeyes in British Columbia has been heavier than was anticipated earlier in the season, and the pack is expected to exceed that of last year. The price paid for salmon on the Fraser river during the closing days of the run ranged from 25 cents per fish up. Favourable reports were received as to the number of sockeyes arriving on the spawning grounds of the Fraser. Eight traps were in operation off Vancouver Island.

An exceptionally heavy catch of whales was taken during August off the west coast of Vancouver Island. Twenty-six whales were taken by the steam whaler St. Lawrence, of the Kyuquot station. The best catch previously reported was 22. The station has taken 234 whales since the beginning of the season.

The International Fisheries Commission held a number of sittings in British Columbia in connection with the work of suggesting regulations with regard to fishing in international waters.

Lumbering.

The lumber trade in Ontario and the eastern provinces continued dull. Stocks in yard were reported as accumulating. Prices, however, remained firm. Some of the sawmills discontinued working night shifts owing to the decline in shipments. As a result of a dispute arising out of a reduction in wages, no cedar shingles are being manufactured at St. John, N. B., this year. Throughout this portion of Canada, the outlook is that fewer camps will be operated during the coming winter season. The construction of a concrete dam, to cost \$250,000, at the Chaudière waterfall at Ottawa, was begun; the purpose of the dam is to ensure a steady supply of water for the sawmill, pulp and other industries of the locality. West of Lake Superior, pronounced activity prevailed in connection with the delivery of railway ties, and

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue, several trades and industries throughout the Dominion. This table has reference only to the amount of employment headings in the *Gazette*. In tabulating the information in question, the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural operations.	Fishing.	Lumbering (including saw-milling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney.....	Busy	Active	Dull	Very busy	Busy	.....	Active
Westville.....	Busy	Quiet	Dull	Busy	Active	Active	Active
Halifax.....	Active	Active	.....	.....	Quiet	.....	Quiet
Amherst.....	Busy	Active	Very dull	Busy	Dull	.....	Dull
Prince Edward Island—							
Charlottetown.....	Busy	Quiet	.....	.....	Active	.....	Active
New Brunswick—							
Moncton.....	Busy	.....	Dull	Active	Active	Very busy	Active
St. John.....	Active	.....	.....	.....	Active	.....	Active
Newcastle.....	.....	.....	.....	.....	.....	.....	Active
Quebec—							
Quebec.....	Active	.....	Active	.....	Dull	Busy	Active
Sherbrooke.....	Active	.....	.....	.....	Active	.....	Active
Three Rivers.....	Busy	Dull	Busy	.....	Active	Active	Very busy
St. Hyacinthe.....	Active	.....	.....	.....	Active	.....	Quiet
Maisonneuve.....	.....	.....	.....	.....	Quiet	.....	Quiet
Montreal.....	Active	.....	.....	.....	Quiet	.....	Dull
Hull.....	Active	.....	Busy	.....	Busy	.....	Active
Ontario—							
Ottawa.....	Active	.....	Quiet	.....	Active	.....	Active
Kingston.....	Busy	Quiet	Quiet	Active	Active	Active	Active
Belleville.....	Busy	Quiet	Active	Active	Active	Active	Active
Peterborough.....	Busy	Active	Active	Quiet	Quiet	.....	Active
Toronto.....	Busy	.....	.....	.....	Quiet	.....	Active
Niagara Falls.....	Busy	.....	.....	.....	Active	.....	Quiet
St. Catharines.....	Busy	.....	.....	.....	Active	.....	Active
Hamilton.....	Busy	.....	.....	.....	Quiet	.....	Active
Brantford.....	Busy	.....	.....	.....	Quiet	Dull	Active
Guelph.....	Busy	.....	.....	.....	Quiet	.....	Active
Berlin.....	Busy	.....	.....	.....	Quiet	.....	Active
Woodstock.....	Busy	.....	.....	.....	Quiet	.....	Active
Stratford.....	Busy	.....	.....	.....	Active	Busy	Active
London.....	Busy	.....	.....	.....	Quiet	.....	Quiet
St. Thomas.....	Busy	.....	.....	.....	Active	Quiet	Active
Chatham.....	Busy	.....	.....	.....	Very dull	.....	Dull
Windsor.....	Busy	.....	.....	.....	Active	.....	Active
Sault Ste. Marie.....	Active	.....	Quiet	.....	Dull	.....	Active
Port Arthur and Fort William.	Active	Busy	Busy	Active	Active	Busy	Active
Manitoba—							
Winnipeg.....	Busy	.....	Quiet	.....	Quiet	Busy	Quiet
Brandon.....	Busy	.....	.....	.....	Active	Busy	Quiet
Saskatchewan—							
Regina.....	Busy	.....	.....	.....	.....	.....	Quiet
Moosejaw.....	Busy	.....	.....	.....	.....	Busy	Quiet
Alberta—							
Calgary.....	Very busy	.....	.....	Quiet	Quiet	.....	Dull
Edmonton.....	Very busy	.....	.....	.....	.....	Very busy	Quiet
Lethbridge.....	Very busy	.....	.....	Busy	.....	Busy	Active
British Columbia—							
Nelson.....	.....	.....	Quiet	Active	.....	.....	.....
New Westminster.....	Busy	Active	Active	.....	.....	Active	Quiet
Vancouver.....	Active	.....	Dull	.....	.....	.....	Quiet
Victoria.....	.....	Quiet	Busy	.....	Quiet	.....	Dull
Nanaimo.....	Quiet	Quiet	Dull	Quiet	Quiet	Active	Quiet

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES G., No. 54.

CANADA DURING THE MONTH OF AUGUST, 1908.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken of wage changes; trade disputes and kindred phenomena are treated under separate order indicating in each the degree to which general conditions were favourable or unfavourable, as follows: (1) active.

Metal, En- gineering, Ship- building.	Wood- working	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather.	General Transport.	Miscella- neous.	Unskilled. Labour.
Active	Active	Active	Active	Active	Active	Active	.....	Active
Active	Active	.....	.....	Active	.....	Active	.....	.....
Active	.....	Dull	Dull	.....	.....	.....	.....	Very dull
Quiet	Quiet	Active	Active	.....	Active	.....	.....	Very dull
.....
Active	Active	Active	Active	Active	Active	Active	Active	Dull
.....
Active	Active	Active	Busy	Busy	Quiet	Busy	Active	Active
Active	Quiet	Active	Active	Active	.....	Active	Active	Quiet
.....
Active	.....	Active	Quiet	Active	.....	Quiet	Quiet	Dull
Active	.....	Active	Quiet	Active	.....	.....	Active	Active
Active	Active	Busy	Quiet	Quiet	Active	Busy	Active	Very busy
Active	Active	Active	Active	Active	Active	Active	Active	Active
Active	Quiet	Active	Dull	.....	.....	Active	.....	Dull
Active	Active	Active	Active	Active	Active	Active	Active	Active
.....
Quiet	Quiet	Busy	Active	Dull	Active	Active	Quiet	Quiet
Active	Active	Active	Active	Active	Active	Active	Active	Quiet
Quiet	Busy	Active	Busy	Active	Active	Active	Active	Dull
Quiet	Active	Quiet	Quiet	Active	Quiet	Active	Active	Dull
Active	.....	Active	.....	Very busy	.....	Active	Busy	Active
Active	Quiet	Active	Active	Active	Active	Active	Active	Quiet
Active	Active	Active	Quiet	Active	Active	Active	Active	Active
Quiet	Quiet	Active	Quiet	Active	Active	Active	Active	Dull
Quiet	Active	Active	Quiet	Active	.....	.....	Busy	Quiet
Quiet	Quiet	Active	Quiet	Active	Active	Quiet	Active	Quiet
Quiet	Very dull	Quiet	Busy	.....	Active	Active	Active	Very dull
Active	Active	Active	Dull	Active	Active	Active	Active	Dull
Quiet	Dull	Dull	Dull	Quiet	Quiet	Quiet	.....	Dull
.....	.....	.....	.....	.....	.....	Active	.....	Dull
.....	.....	.....	.....	.....	.....	.....	.....	Very dull
Quiet	Active	Active	Busy	Active	Active	Busy	Active	Active
Very dull	Dull	.....	.....	.....	.....	Dull	.....	Very dull
.....	.....	.....	.....	.....	.....	.....	.....	Active
.....
Quiet	Quiet	Very dull	Quiet	Quiet	Active	Busy	Active	Dull
Quiet	Quiet	Active	Active	Active	.....	Active	Active	Active
.....
Active	.....	Active	.....	Active	.....	.....	Quiet	Dull
Quiet	.....	Active	.....	.....	.....	.....	Active	Very dull
.....
Active	.....	Active	Active	Busy	.....	.....	.....	Very busy
Active	.....	Active	.....	Quiet	.....	Busy	Active	Dull
.....	.....	.....	.....	.....	.....	.....	.....	Busy
.....
Active	Active	Active	Active	Active	Busy	Busy	Active	Active
Quiet	Quiet	Quiet	Quiet	.....	Quiet	Quiet	Dull	Very dull
Quiet	Active	Active	Quiet	Dull	.....	Active	Busy	Dull
Active	.....	Active	.....	.....	.....	.....	.....	Very dull

in British Columbia the month showed an increase in the volume of business; some large domestic orders having been received by the mills. The number of logging camps in operation, however, was less than at the corresponding period of 1907. Forest fires caused a heavy loss of standing timber in British Columbia during August.*

The order-in-council of the British Columbia government passed in March, 1908, permitting the export of logs, was rescinded during August. It was estimated that upwards of 8,000,000 feet of cedar logs were exported during the period in which the order-in-council was effective.

Stumpage rates on logs cut on Crown lands were increased by the government of New Brunswick during August.

A bulletin on the subject of precautions to be taken in connection with camp fires was recently issued by the Canadian Forestry Association.

Mining.

Coal miners in Nova Scotia had a very busy month. In nearly all of the collieries the output was exceptionally heavy, with shipments on a corresponding scale. The output of the Dominion Coal Company in July was 364,673 tons, compared with 314,559 in July, 1907. Shipments during the month were 388,738 tons. Labour was for the most part fairly plentiful, but at some of the collieries a demand for miners was reported. In Alberta, there was an increase in activity among coal miners, and the demand for coal for domestic purposes is expected to show an increase during the autumn months. In the Crow's Nest Pass, also, the month was active, notwithstanding the interruption caused by the disastrous forest fire of August 1 and 2. Coke ovens were running to full capacity, with additional ovens under construction at Coleman, Fernie, Michel and Hosmer. On Vancouver Island, conditions in the coal mines were unchanged from July.

Metalliferous miners throughout Canada had, on the whole, a good month. The

asbestos mines at Quebec reported a heavy output, and there was an increase in activity in the Cobalt, Ont., camp. The annual report of the Larose Consolidated Mines Company showed that during four years, the property has earned \$1,204,862 net. The mine was the chief shipper at Cobalt, Ont., during July, total shipments being 18 cars, while Nipissing shipped 13 cars and O'Brien 11 cars. The total shipments of the camp were 2,584 tons for the month, a large increase over any previous month's output. The total output of the Cobalt camp for the first half of 1908 was 9,144.51 tons. In British Columbia, the Rossland camp was producing steadily, and there was increasing activity in the Boundary section.

The Boston-Richardson mine at Goldboro, the largest gold mine in Nova Scotia, has gone into liquidation.

The sixth annual report of the International Nickel Company, which has expended about \$5,000,000 in plant at Sudbury, Ont., showed net profits for the year ended March 31, 1908, of \$1,324,742.

Some shortage in the coke supply resulted from the Fernie fire, but this was being rapidly overcome in the closing weeks of the month.

Manufacturing.

Conditions were for the most part unchanged from July, though an improvement in general tone was noted in some localities. On the whole, there was little disposition on the part of manufacturers to anticipate orders. The iron and steel plant at Sault Ste. Marie, Ont., was closed down, but the Dominion Iron and Steel Company at Sydney, N. S., was busy. The output of this plant during July was 22,080 tons of steel, from which were rolled 16,405 tons of rails, shipments aggregating 23,332 tons.

A number of iron and steel experts from Great Britain, France, Germany and Belgium visited Canada during August, as the guests of the Canadian Mining Institute. The delegates will make an inspection of the most important mining camps and power development plants throughout the Dominion. A contribution of \$3,000

(*) For a reference to the forest fire of Aug. 1st & 2nd in East Kootenay see special article elsewhere in present issue; see also report of Nelson, B. C., correspondent.

was made by the Ontario government to assist in the success of the inspection.

Statistics of the production of pig iron in Canada for the first six months of 1908, showed a total production of all kinds of pig iron amounting to 307,062, tons compared with 270,100 tons in the corresponding period of 1907, an increase of 13 per cent. For the second half of 1907, the production was 311,046 tons. On June 30, 1908, there were 16 complete blast furnaces in Canada, of which 7 were in blast and 9 were idle. Of this total, 13 were equipped to use coke and 3 to use charcoal. In addition, 3 coke furnaces were partly erected on the same date. During the first half of 1908, the total number of furnaces in Canada actually in blast for the whole or part of the period, was 14.

According to an official return, bounty was paid by the Dominion government during the past year ended March 31 last, on 661,940 tons of steel manufactured in Canada. The Canadian pig iron used in the production of this quantity was 39,102 tons; foreign, 24,298 tons. The aggregate of bounties paid was: On pig iron, \$863,816; on steel, \$1,092,200; on iron rods, \$347,134; or a total on iron products of \$2,303,140. There were paid in bounties on lead, \$51,001; on nanilla fibre entering into the manufacture of binder twine, \$42,000; on Canadian crude petroleum, at 2½ cents per gallon, \$391,217; a total in bounties of \$2,787,358.

By an order-in-council passed in August, the following materials were placed in the free list of Canadian manufactures: certain specified forms of brass, asphaltum for paving purposes, felt webbing and wood for use in the manufacture of artificial limbs, certain sizes of iron and steel rods for use in the manufacture of chain, certain tinsel thread and wire. Some finished parts of iron and steel and flat steel will be admitted at a reduced duty. The annual report of the Laurentide Paper Company for the year ending June 30, 1908, showed total profits of \$429,79, compared with \$500,286 in the previous year. Gross earnings declined 16 per cent. and net earnings 11.3 per cent.

The company has added 261 square miles to its timber holdings at a cost of \$91,044.

A contract for the construction of 293 miles of transmission line for the Ontario government, at a cost of \$1,270,000, was approved by the Ontario Hydro-electric Commission, the F. H. McGuigan Construction Company being the tenderer. The work is to be completed within 15 months and will involve the erection of 3,176 towers, consuming 6,554 tons of steel. Cables of aluminum wire weighing 1,014,209 tons will also be required, and 140,000 tons of wire for telephones. All materials are to be supplied where possible, by Canadian companies. Tenders will be invited at an early date for the construction of transforming stations at the following points: Niagara Falls, Dundas, Toronto, Brantford, Woodstock, London, Guelph, Preston, Berlin, Stratford, St. Mary's and St. Thomas. Additional options have been secured by the commission from the McGuigan Company for double the mileage at the same prices, in case contracts are made with additional municipalities necessitating further line construction.

Railway Construction.

With the advance of the season, an increased number of men have been employed on the large railway construction undertakings at present under way. In New Brunswick, Quebec and elsewhere on the line of the National Transcontinental Railway, work was being rapidly forwarded. In Western Canada, also, the contractors for the construction of the Grand Trunk Pacific Railway augmented their forces, especially on the Pacific division, where several sub-contracts have been awarded, and where the work is progressing actively. Large quantities of supplies for the coming winter were being forwarded. According to recent official reports, the Grand Trunk Pacific line into Edmonton will be completed by the middle of November. The company has already an equipment of 100 locomotives and 6,000 freight cars, the delivery of which is being rushed in western Canada.

An agreement between the government of British Columbia and the Grand Trunk Pacific Railway Company in respect to the ultimate disposal of the waterfront in the Prince Rupert town site was ratified by an order-in-council during August.

The commissioners of the National Transcontinental Railway opened tenders during August for the sections between Moncton, N. B., and Winnipeg, Man., for which tenders were invited during July. (*).

Four surveying parties were organized and sent out from Winnipeg during August to locate the route of the proposed Hudson Bay Railway. To defray the cost of the survey, a vote of \$100,000 was passed during the recent session of parliament. The parties will work from both ends of the route and expect to complete the work in six months.

A commission of three eminent engineers has been appointed by the government to prepare plans for the rebuilding of the Quebec bridge. The commission met for organization on August 31. It consists of Mr. Vautelet, of Paris, France, chairman; Mr. Maurice Fitzmaurice, of London, Eng., and Mr. Ralph Mojeska, of Chicago.

It is estimated that about 1,500 additional miles of railway will be available for the moving of the crop this year in western Canada.

The Grand Trunk Railway Company is relaying the line from Bright to Homesville, Ont., a distance of 47 miles, with 80 pound steel rails.

General Transport.

Railway traffic, both freight and passenger, was active, though earnings were less than at the corresponding period of 1907. Tourist traffic in eastern Canada has been heavy. A feature of the month was the beginning of the movement of the western grain crop, the first car arriving at Winnipeg in the third week of the month. At the close of the month, the quantities offering for shipment were increasing daily, though a continuous

movement has not begun. The transportation companies assert that there is no danger of a blockade occurring under ordinary weather conditions, the season having been early in commencing, and the equipment of the railways being greater than at any previous time.

A strike of machinists throughout the Canadian Pacific Railway system, affecting 8,000 men, began on August 5, and was unsettled at the close of the month (†).

Traffic by water has been much lighter than in 1907. An official summary of the traffic through the Sault Ste. Marie canals during July is as follows:—

Vessel passages	No. 1,677	869	2,546
Registered tonnage net	3,640,895	1,497,473	5,138,368
Freight:			
	Net tons	Net tons	Net tons
East bound.....	3,643,901	1,178,380	4,822,281
West bound.....	1,628,681	637,187	2,265,868
Total freight.....	5,272,582	1,815,567	7,088,149

The total tonnage passing through the canals up to July 31, was 13,090,474 compared with 24,881,355 during the corresponding period of 1907.

Shipments of grain from the port of Montreal have been very heavy since the opening of navigation. Up to the beginning of August, over 10,000,000 bushels of wheat had been shipped, compared with 7,700,000 during the corresponding period of 1907, and 5,800,000 bushels in the corresponding period of 1906. The bulk of the grain has come this year by the all-water route at the rate of 3½ cents per bushel, from Fort William to Montreal.

The revenue of the port of Montreal shows a considerable increase for the present year as compared with 1907. Up to the second week in August, 362 steam ships had arrived, representing 923,67 tons, compared with 350 vessels for the same period last year, with a tonnage of 950,540 tons.

A new rate for handling rail carried grain went into effect at Montreal, and will reduce transshipment by over three

(†) For a detailed statement with regard to this dispute see article on Trade Disputes during the month of August published elsewhere.

(*) See the *Labour Gazette* for August, page 110.

fourths of a cent per bushel. The rate concerns export grain brought to the port by rail only. It is operative with all shippers, and will cover the handling of grain at all elevators and in the harbour.

It was announced that three additional steamships would be placed on the Montreal-Manchester route after September 1.

Canal statistics for the season of navigation of 1907, issued during August, showed that the water-borne traffic of the Dominion for the year 1907, was the largest on record, the total volume aggregating 20,545,369 tons, an increase of 95 per cent. compared with the preceding year.

The report of the directors of the Canadian Pacific Railway Company for the year ending June 30, 1908, showed gross earnings of \$71,384,473, a decrease of nearly \$1,000,000 compared with 1907, and working expenses of \$49,591,807, an increase of nearly \$3,000,000, leaving net earnings of \$21,792,366. A feature of the report was the increase in the earnings of the steamships of the company. The main features in the report were as follows:—

Gross earnings.....	\$71,384,173
Working expenses.....	49,591,807
Net earnings.....	\$21,792,366
Net earnings of steamships in excess of amount included in monthly reports.....	1,112,759
Income from other sources.....	1,541,874
Total net income.....	\$24,446,999
Deduct fixed charges.....	8,770,076
Surplus.....	\$15,676,922
Deduct amt. transferred to steamship account.....	\$800,000
Contribution to pension fund.....	80,000
	880,000
Net revenue available for dividends.....	\$14,796,922

After paying all dividends for the year, the surplus carried forward for the year is \$5,579,715. Last year, the surplus carried forward amounted to \$9,339,905.

The statement of the Grand Trunk Railway Company for the year ending June 30, 1908, was as follows:—

GRAND TRUNK RAILWAY COMPANY.

Gross receipts.....	\$14,206,700
Working expenses.....	10,401,500
Net receipts.....	\$ 3,805,200
Deduct net revenue charges for half-year, less credits.....	2,364,900
Balance.....	\$ 1,440,300
Canada Atlantic deficit for half-year \$335,300 etroit, Grand Haven & Milwaukee deficit for half-year.....	226,600
	561,900
Balance for half-year.....	878,400
Accounts subject to audit.....	

CANADA ATLANTIC RAILWAY.

Gross receipts.....	\$ 802,300
Working expenses.....	835,300
Net receipts, dr.....	33,000
Less interest charges.....	302,300
Deficit for half-year.....	335,300

A marked increase in gross earnings and a decrease in working expenses were features of the closing month of the half year.

A commission was named by the Honourable the Minister of Railways and Canals during August to investigate the condition, equipment and business prospects of railways in the provinces of New Brunswick, Nova Scotia and Quebec, acting as branch lines to the Intercolonial Railway.

Street railway earnings showed an increase in Montreal, Que., but were stationary at Toronto, Ont.

The Trades.

Building.—Though building returns from nearly all of the large cities of Canada show a decrease compared with last year, the issue of permits at Vancouver, B. C., totalled \$3,351,550 to June 30, 1908, compared with \$2,168,015 for the same period of 1907.

Metal and woodworking.—The iron trades were for the most part dull. Woodworking establishments were quiet in most localities. Coopers were busy.

Printing.—The month was fairly active, but varied widely according to locality.

Clothing.—Conditions were dull with tailors, garment workers and boot and shoe workers.

Food and tobacco preparation.—These trades were generally active. Confectioners expect a good autumn. Flour mills have been quiet.

Leather.—Tanners, curriers and leather workers were for the most part quiet.

Miscellaneous.—Hotel and restaurant employees, laundry workers, etc., had a busy month. Tourist traffic has been heavy.

Unskilled labour.—Though a large number were absorbed by harvesting and railway construction operations, the supply of this class was greater than the demand in many localities.

Canadian Trade and Revenue.

Foreign trade.—During July, 1908, the total value of imports entered for consumption was \$22,967,094, compared with \$34,557,998 in July, 1907. The total value of imports entered for consumption for the four months ending July 31, 1908, was \$91,888,201, compared with \$131,804,010 during the corresponding period of 1907. The total value of domestic exports during July, 1908, amounted to \$23,116,234, compared with \$27,723,599 in July, 1907. The total value of domestic exports during the four months ending July 31, 1908, amounted to \$67,205,010, compared with \$73,690,356 during the corresponding period of 1907. During July, 1908, there were increases in exports of the mine, the fisheries and manufactures, and decreases in exports of the forest, animals and their produce and agriculture. The grand total of Canadian trade for the month of July, 1908, was \$48,680,057, compared with \$64,016,466 in July, 1907. For the four months ended July 31, 1908, the grand total of Canadian trade was \$163,551,024, compared with \$214,156,955 in the corresponding period of 1907.

A growing market was reported in Japan for Canadian wheat, flour, beef tallow and leather, and for cold meats in Peru.

Imperial trade.—According to reports received from Trade Commissioners at the Department of Trade and Commerce,

Canada, there were openings for Canadian peas, linseed, clover, bacon, and butter in Great Britain, and for various manufactured goods in Australasia and the West Indies.

Domestic trade.—General commercial conditions were unchanged during August from July, and there was some complaint concerning mercantile collections. Orders for autumn goods have been lighter than a year ago, but an increasing trade was expected from now on, as the crop reaches the market.

A feature of the month was the improvement in import trade at the port of Montreal, which, during the previous months of the year, has fallen below the record for 1907, but which is expected to equal that of the season of 1906 at the end of the year.

The bank statement for July showed a heavy increase in deposits as compared with June, but a decrease as compared with July, 1907. Note circulation showed a margin of \$30,000,000 for enlargement during the grain movement. Loans showed a decrease. The banks will be in excellent position to move the large western crop.

Notes.

The corner stone of the *Nova Scotia Technical College* was laid during August.*

Civic workmen employed at day wages by the city of Victoria, B. C., will in future be paid bi-monthly instead of monthly, as previously.

Up to the end of July, 174 Intercolonial and Prince Edward Island Railway employees had been granted *pensions*, the total amount of claims paid out monthly being over \$4,000.

The third annual convention of the *Union of Nova Scotia Municipalities* was held at Sydney, N. S., August 26-27. Forty new members were added during the year.

The second annual convention of the *Western Canada Irrigation Association* was held at Vernon, B. C., on August 10-11. About 100 delegates were present from the four western provinces.

* See report of Halifax correspondent. See also the *Labour Gazette* for July, 1907, page 72, and Vol. VII, page 388.

The annual convention of the *Chartered Stenographic Reporters' Association* of Ontario, was held at Toronto, August 25. The association has a membership of forty-five.

The annual convention of the *Journey-men Stonecutters' Association of North America* was held at Montreal during August. It was decided to appoint a salaried president, owing to the growth of the Association. The constitution was revised and some restrictions repealed. Machine-dressed stone will be allowed under certain circumstances in future.

Mr. C. H. McGhie was appointed chairman of the Board of Examiners of Stationary Engineers by the government of Ontario, dating from September 1. Two additional members will be appointed later. Applications for examination will now be received from engineers who will not be eligible to act after January 1, 1909, unless they hold a certificate of qualification issued by the Board. Those exempt from examination are as follows:

1. Those who were stationary engineers two years prior to the passing of the Act, in April, 1907.

2. Those operating a plant of at least 25 horse-power at the time of the passing of the Act.

3. Those holding marine certificates or properly qualified locomotive engineers. All these must have had their experience in Ontario.*

An order-in-council was passed during August adding to the schedule of the Act of last session respecting *Proprietary or Patent Medicines*, the following: Morphine and its preparations; opium, its preparations and derivatives. Druggists throughout Canada are henceforth prohibited from selling morphine or opium or preparations thereof, except upon a physician's prescription.

The report and balance sheet of the 8th quarter of the *Glace Bay Co-operative Society, Ltd.*, showed that business for the quarter amounted to \$31,044.54, over \$5,000 better than the highest previous quarter. Over 300 families are now supplied by the store. The present working

capital is \$15,966, an increase of which is desired by the directors.

The first quarterly meeting of the *Brantford Co-operative Association* was held in August. The president explained that it was intended to hold meetings of the members quarterly in order that an opportunity might be given of reviewing the conduct of the directors, and making suggestions whereby the interests of the members might be enhanced. The membership was reported to be 175, or about double that with which the association commenced business. The capital subscribed to date is \$1,725, of which \$498 is outstanding, members being now admitted upon subscribing for stock by small monthly payments. The directors have secured a satisfactory bond with each employee entrusted with the handling of money or goods, and has put them under written agreement not to accept any emolument or gratuity from anyone supplying goods or rendering services to the association. There has been a considerable increase in the sales over the first month, but as the membership is largely made up of those who have been the first to feel the effects of the industrial depression, the ratio is less than the increased membership would justify. Organization committees for a systematic canvas for membership will be organized on a voluntary basis (*).

Tenders have been advertised for by the government of Saskatchewan for the construction of long distance *telephone lines* between Lumsden and Saskatoon, and from Regina to Antler, both of which lines will be completed this year. Owing to the lateness of the season, further lines will not be constructed this year, but it is the intention to have poles delivered on various other lines contemplated in order that work may be begun at as early a date as possible in the spring of 1909. The Provincial Railway and Telephone Department recently organized has mapped out a trunk line system for the province as follows:—

- (1) A line running from Lumsden to Prince Albert, connecting with the towns along the Canadian Northern Railway.

(*) A special article dealing at some length with the organization of this association was published in the *Labour Gazette* for May, 1908, page 1350.

* See the *Labour Gazette* for December, 1908, page 690, and for August, 1908, page 183.

(2) A line to serve the towns and villages along the Arcola and Estevan branches of the Canadian Pacific railway.

(3) Branch lines east and west from Warman to the boundaries of the province and following the C.N.R.

(4) Branch lines paralleling the Wolseley, Reston, Pheasant Hills, Weyburn and Stoughton railways.

(5) A line eastward from Prince Albert connecting Kinistino, Melfort, Star City, Tisdale, and other towns and villages.

(6) A line crossing the province from north to south and connecting Alameda, Sarlyle, Wapella, Yorkton and Saltecoats.

(7) Branch lines will also be laid out to follow the railway branches into the Goose Lake, Shellbrooke and other

territory, including lines west from Weyburn and north-west from Moose Jaw.

It was stated that active steps were being taken in several municipalities looking to the organization of local telephone systems under the legislation passed at the recent session. Orders have been placed by the government for 47,500 poles, 11,600 insulators, 3,800 connection slippers and 255,000 tons of wire.

II. REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N. S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions continued unchanged until the close of the month, when the steel department of the Nova Scotia Steel works resumed operation, and general activity prevailed throughout the district. All the large industries worked up to their full capacities, but the activity was not reflected in business, which was very quiet.

The Dominion collieries maintained their usual large output, each colliery running steadily. The coal heaps of this company are still large, being an indication that the demand for coal is not as brisk as at this season last year. The Lingan collieries were linked to the main railway through the completion of the branch line, and shipping of coal was at once begun. Construction work on the surface at Lingan collieries will now be pushed ahead with all possible speed, as the larger machinery can be brought in by rail. The collieries at Sydney Mines had a good month, the output of the present year being ahead of last year by 25,000 tons. The new collieries are being rapidly developed. Inverness collieries were active. About the middle of the month Mabou was partly closed, but may soon start up again.

The Steel Industry was very active. The Sydney Steel plant worked up to its

fullest capacity in almost every department and had very large outputs. Large supplies of ore, limestone and dolomite for fluxing are laid in. All departments of the Sydney Mines Steel Works are in full operation again. The company have been successful in obtaining many new contracts, among which is a contract for eleven thousand tons of steel plates. This seems to be an indication that the depression in the steel industry is passing over.

All the smaller industries were active. The building trades were busy. The weather was excellent for all kinds of outside labour. Transportation by rail was light. Shipments in the ports of North Sydney, Sydney and Glace Bay were heavy. Coal shipments from Louisburg were not so large, owing to the smaller contracts of the Everett Gas & Coke Company.

A number of British experts on submarine coal mining arrived during the month and will examine and report on the collieries of the Dominion Coal Co., most of which are sub-marine in sections, although not wholly under the water.

The Nova Scotia Mining society and a large number of mining engineers from Britain and parts of the Dominion visited the Sydney coal fields and the steel plants at Sydney and Sydney Mines.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Weather conditions were excellent for haymaking and a good crop was gathered. Other crops are doing well and everything points to the best harvest in many years.

Fishing.—Fishing was fair.

Lumbering.—Prices having fallen, this industry was not active.

CONDITION OF PARTICULAR TRADES.

The various skilled trades were active, with unskilled labour well employed.

WESTVILLE, N. S., AND DISTRICT.

Mr. Thos. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was generally active, but not more so than during the previous month. The output at the collieries showed a slight decrease compared with that of the corresponding month last year. This decrease is attributed to the depression in the iron trade, which also caused a large accumulation of coke and coal slack at the different collieries. The trade is now improving and several large firms are very busy. A local firm has been granted a large contract for the erection of a highway bridge at Fredericton, N. B. No unrest in the labour market occurred.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers have gathered an excellent hay crop, and expect to harvest a good root and grain crop. The pasturage is splendid, milk plentiful and stock at its best. All farm produce sold at good prices. It is reported that a number of farmers lost their hay by the heavy freshets.

Fishing and lumbering.—These industries were more or less inactive.

Manufacturing.—Activity was the rule with local manufacturing establishments.

Mining.—The mines in general were working steadily, with a few off days. The shipments from the mines in this district for the month of July amounted to about 44,000 tons, being some 9,000 tons less than for the corresponding month of 1907.

Railroad construction and employment.—The management of the Inter-

colonial Railway is busily engaged ballasting and repairing its lines. The electric plant being installed by the Intercolonial Railway at the enginehouse at Stellarton is about completed; it is intended to furnish power for lights at Stellarton, New Glasgow and Westville. Business is looking up on the railroads, and some hands that were laid off are being re-engaged. Owing to the collapse of the Bear Brook bridge, the Drummond colliery railway leading from the mines to the shipping pier was inactive for a time.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters and joiners, latherers and plasterers, painters, paperhangers and decorators, builders, labourers, machinists and engineers, boot and shoe workers were active. Pressmen were only fair. Bakers, confectioners, butchers and meat cutters, ice cutters and drivers found employment good.

DISTRICT NOTES.

New Glasgow.—The municipal authorities are busy laying concrete sidewalks; it is understood the property owners are supplying the material, and the town paying for its laying. The new steel ship "James William" left for Sherbrooke for a load of lumber for New York.

HALIFAX, N. S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has been rather dull, particularly as compared with the same month of 1907. The same conditions prevailed on the big contracts as during July. The chief contract in hand is the Technical College and the feature of the month in connection with this work was the laying of the corner stone on August 20. The stone was laid by His Honor Lieutenant Governor, and there were present, Premier Murray, Archbishop McCarthy, Pres. Falconer, (University of Toronto),

Atty.-General Pipes, Hon. C. P. Chisholm (Commissioner of Works and Mines) under whose supervision the structure is being erected, and others. Work on the post office is being pushed along, and on several residences good progress is being made. Work on the waterfront has been decidedly dull during the past month, and this, with the inactivity prevailing in the building trades, has been responsible for many unskilled labourers being idle. The masons and bricklayers' strike has not changed conditions since last month, only one firm at present employing hands to any extent, has conceded the eight-hour day. Preparations are being made by the Halifax Trades and Labour Council to receive the delegates to the coming session of the Dominion Trades and Labour Congress, which is to convene in the Provincial Building on September 21. The Fishermen's Union will meet in this city on September 3. The condition of the shad fisheries is now being inquired into by a commission appointed by the Dominion Government.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had a fair month, the crops being well advanced.

Fishing.—Local fishermen experienced for the most part a dull month, but there were some fair catches of mackerel, one consisting of about 1,700 and another of 2,800 being the largest; they were shipped (fresh) to Boston. Vessels arriving here en route to Lunenburg from the banks, reported good fares, and a good season for those about returning.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons reported but few employed, and carpenters and joiners were dull. Lathers and plasterers showed an improvement over July. Painters, decorators and paper-hangers were dull, much more so than during the same period in 1907. Plumbers and gasfitters had an average month. Stonecutters had a fair month, but were not as busy as during July. Printers and pressmen experienced the dullest month for some time. Bookbinders had an average month.

Tailors and garment makers were dull, the month being about the same as July. Unskilled labour had the quietest month for fully twelve months. Other lines were about normal.

DISTRICT NOTES.

Shelburne.—Joseph McGill completed his fifth new vessel this season on August 6th, when the schooner "Albert J. Lutz" was launched. She is a modern fishing vessel of the knock-about design, with a length of 102ft. 6in. over all, 23ft. breadth of beam, 10ft. 4in. depth of hold, and 90 tons register.

AMHERST, N. S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The past month has been the quietest for some years. Building operations have been limited, and the labour supply greater than the demand. Although business is dull, however, the most optimistic feeling prevails with regard to the future. The heads of the various manufacturing concerns are laying in heavy supplies of iron material and preparing for active operations. The Robb Engineering Company, which materially reduced its working staff during the spring, has added more men during the past month and reports conditions better. Rhodes-Curry & Co., have reduced the number of their hands and work will be slack for some weeks. New orders are expected shortly and the company will then resume its former activity.

A newly organized company, known as the Imperial Stone Company, has opened up at Wallace. The development work shows a fine quality of stone. Merchants report business very quiet and money scarce.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. Haying is well advanced; the crop is very much above the average.

Potatoes, turnips and other root crops are better than for years. The same is true of grain. On the whole, if the weather conditions are favourable, Nova Scotia will have a heavy crop in all lines.

Fishing.—The lobster season closed in July. Canneries had a good year's business and the market was all that could be desired. This is a quiet month for fishing in this part of the province.

Lumbering.—There was practically no movement in the lumber trade.

Manufacturing.—Conditions were about the same as in July. The local labour market is well able to supply the demand.

Mining.—August is always a dull month in the coal mining industry but this year work has been fairly well maintained. At the Joggins Mines development work has been maintained. The same is true of the Eastern Coal Company at Maccan. The outlook for the coal industry this fall is very good.

Quarrying.—The Wallace Free Stone Quarry Co., with headquarters at Wallace, report a good season. They have about fifty men at work. Other quarries report rather a dull market.

CONDITION OF PARTICULAR TRADES.

The building trades were quiet with no work for bricklayers, masons, etc. outside of what the local market could supply. Work for moulders and machinists is improving in some shops, but is dull in others. A number of core makers and car builders were out of employment.

The printing trades were fairly active, but there was no demand for additional help. There was steady work for journeymen tailors and boot and shoes workers, but the local supply was sufficient. Trunk and bag makers were fairly active. There was a large number of unskilled workmen out of employment.

CHARLOTTETOWN, P. E. I., AND DISTRICT.

Mr. F. G. Nash, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during August was practically the

same as during the previous month, the principal feature being the departure of eleven hundred men for the North West harvest fields. This left farm help scarce, but wages remained unchanged. In the city there was considerable activity along the waterfront, chiefly on the new railway wharf, at which satisfactory progress is being made. The arrival of a boring plant sent by the Dominion Department of Mines to begin operations at Earnscliffe, with a view of finding whether there is coal, gas or oil, in that locality, was another important event of the month. In Charlottetown the Bank of Montreal is making good headway on the construction of its building and several new residences are in course of erection, but building operations in general, were not up to the normal. As good crops are now practically assured there is an optimistic tone in business circles. Some shipments of new potatoes and new oats, have been made at good opening prices.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The end of the month found harvesting general throughout the province and a good percentage of the crops were saved in excellent condition. A bulletin issued by the Department of Agriculture on the state of the crops up to August 10th, gives the following information: Hay will be double last year and thirty-five per cent. more than the average; the wheat crop was damaged by the joint worm, and will be seventy-three per cent. of the average; oats fifteen per cent. above the average; potatoes twenty-five per cent. above the average; turnips above the average; fruit about an average crop; cheese is bringing the highest price on record, and the dairy industry is in a satisfactory state.

Fishing.—With the exception of a little fishing on the north side, operations were not extensive.

Manufacturing.—The few factories which this agricultural province supports, have been carried on under normal conditions, with supply and demand well balanced.

Railroad construction and employment. Surveys were carried on for a line of railway from Harmony to Elmira, for an-

other connecting the Montague branch railway and the Murray Harbor railway, and a third in New London district. A large tower connected with the installation of a system of waterworks in the railway yard is nearing completion.

CONDITION OF PARTICULAR TRADES.

The various skilled trades were well employed, but the demand for unskilled labour was less than the supply.

MONCTON, N. B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has been very active throughout August and showed considerable advance over the corresponding month of last season. With favourable conditions as to weather, and supply and demand pretty evenly balanced, all industrial enterprises were enabled to make substantial advances. Building operations are going vigorously forward and a number of residences have been started in the city and suburbs. The Bank of Montreal building is progressing well, employing some 30 men. The Arbrams Co. Machine shops destroyed by fire last spring, have been rebuilt upon a larger scale. At the new I.C.R. shops the planing mill has its machinery installed and is ready for operation. The other completed buildings are the freight and passenger repair shops (3), while the stores and power house are nearly finished, with the locomotive shop well advanced. About 100 men were recently laid off, but 500 are still employed. All local factories and manufacturing concerns were in operation and with few exceptions running with their usual staffs and on full time. Dullness is felt in the lumber business. Custom receipts for July showed a falling off as compared with last year. Wholesale and retail trade were both up to the average. Bank collections were good, real estate was active and firm, with rents high and houses much sought. Re-

lations between employers and employees were cordial with the exception of one instance of the G. T. P. construction, where several hundred navvies went on a strike demanding a raise of 25c per day. Three leaders were arrested and upon examination sent up for trial while the men, with the exception of about 100, returned to work at the former pay.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very active. Upland hay was about in and grain harvest commenced. The hay crop was good but wheat is light and oats only fair. Considerable hay was lost and damaged by the very high tides on the Shepody Marshes on August 14. Potato and root crops are very promising. Considerable shipments of blueberries were made at many places but not up to last year. Dairy produce was high, Cheese whole sale, 12c and butter retail, 25c. to 28c. Farm labourers were scarce with wages \$1.00 to \$1.25 per day and board. About 400 labourers from Westmoreland county left August 11, on the harvest excursion for the west.

Lumbering.—Prices in the local lumber market remain about the same but the export market is very dull and shipments very light. At Hopewell depression is felt, as many men were employed in the shipping business.

Mining.—The Drummond Company at Bathurst, have a number of men at work developing iron deposits near that place.

Railroad construction.—Much repair work, considerable extension and several bridges have been completed on the Canada Eastern section of the I.C.R. The contractors of the G. T. P., are carrying on the work very rapidly upon this end of the section, having about 350 men at work. About 300 men are still employed at the double tracking operations, and 500 upon the new I. C. R. shops.

CONDITION OF PARTICULAR TRADES.

Building.—The demand for bricklayers was moderate. Carpenters and joiners of all grades were very active and extensively employed at wages ranging from \$1.75 to \$3.00 per day. Masons and

plasterers were busy and painters much in demand. Plumbers were active, as were also stonecutters. Builders' labourers were engaged in large numbers at \$1.50 to \$1.75 per diem.

Metal, engineering and shipbuilding.—With some few exceptions the various trades represented here were fairly active, machinists, engineers electrical workers and linemen being particularly so.

Woodworking and furnishing.—The various woodworking factories have been very active, running to their utmost capacity with full crews, filling orders and doing job work. Many orders are on hand ensuring active conditions into autumn. The barrel factory was active, with a large output. Upholsterers, varnishers and car builders were active, but carriage and wagon makers were quiet.

Printing and allied.—Printers, pressmen and bookbinders were very active.

Clothing.—Active conditions prevailed. Skilled journeymen are in demand, and a scarcity is noticed among experienced garment workers.

Food and tobacco preparation.—Bakers report very active conditions, there being a large number of foreign labourers to cater for. Bread retails at 8c. per loaf. Butchers report conditions active, but local supply of meats scarce.

Leather.—Quietness prevailed.

Miscellaneous.—Barbers were active, but the supply was sufficient. Clerks and stenographers were busy. Hotel, restaurant and theatre employees were very busy. Laundry workers rushed.

Transport.—Tourist traffic has been very heavy during the month and up to that of last season. Freight traffic was good. Train crews were therefore in good demand and large time was made by many men. Trackmen were very busy. Carters, teamsters and expressmen were very active.

Unskilled labour.—Conditions continued the same as last month. The demand was good but the supply ample. Wages remain the same, \$1.50 per day. Double tracking operations, G. T. P. construction, I. C. R. shops and sewer construction employ a very large force of this class.

DISTRICT NOTES.

Sackville.—The entire plant of the enterprise foundry was destroyed by fire, together with a large quantity of finished stock, the Intercolonial Hotel and the old I. C. R. station. About 80 operatives were thrown out of employment. The town council has given the concession of free water and exemption from taxation for ten years and the firm have decided to rebuild. The contract for one building is let. There are to be two main buildings each 200 ft. long, with brick walls, cement floors and monitor roofs.

Newcastle.—The Anderson Furniture Factory was destroyed by fire August 23rd, with a large amount of lumber and 4 carloads of finished stock. The loss is \$100,000. Fifty employees were thrown out of work.

ST. JOHN, N. B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market remained inactive during August, but it is anticipated that it will improve during the early autumn. Manchester-Robertson-Allison, Limited, intend erecting a large brick building. The Partington Pulp and Paper Company have commenced the erection of a new shipping warehouse. The building will be of wood, one storey high, 100 feet long, and 50 feet wide. The new brick building being constructed for the Alexandra Temple of Honor is rapidly nearing completion. It will cost in the vicinity of \$8,000. Nearly all the mills have been closed for brief periods during the summer. No cedar shingles are being manufactured in St. John this summer, due to the fact that early in the spring the mill owners decided to cut the wages of the crews 10 per cent. All the men, except the shingle sawyers and bunchers, agreed to this cut. The disagreement has never been settled, and the shingle machines at all the local mills have remained idle during the summer.

Bank clearings for the five weeks ending August 27, were \$6,617,236 and for the corresponding period last year \$6,595,991 being \$21,245 greater in 1908 than in 1907, and \$1,711,901 in excess of the four weeks ending July 23, of the current year.

The deposits at the St. John branch of the Savings Bank for July were \$59,634.95, and the withdrawals \$13,333.85 greater, or \$72,968.80 in all

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The oat crop along the St. John river is almost a total failure. Reports from Carleton county state that potatoes are being loaded at Hartland and dealers are paying \$1 a barrel for them. The yield of grain is not so light as was anticipated. Butter is in great demand and the price firm. Eggs are scarce. Nearly 35,000 boxes of strawberries were shipped from Sackville during the season. The price during the entire season averaged the growers 11 cents per box.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons and builders' labourers were quiet, with carpenters and joiners, painters and decorators, plumbers, gas and steamfitters active. Activity prevailed in the metal trades, though boiler-makers were quiet. Woodworkers were active, but shingle weavers were very dull. Printers and pressmen were active, with bookbinders quiet. Journeymen tailors were active. Bakers and confectioners busy. Cigarmakers active. Brush and broom makers, railroad engineers, conductors, firemen, telegraphers, trainmen, switchmen, trackmen, and freight handlers, steamboatmen and steamboat firemen active. Ship labourers were quiet, but street railway employees were busy and teamsters and expressmen active. Unskilled labour was quiet.

DISTRICT NOTES.

Harvey.—The post office was entirely destroyed by fire August 11.

Port Elgin.—The proprietor of the Barker Hotel is to replace the present building with a larger structure.

Sackville.—Mr. A. W. Dixon has given his contract for a new hotel to the Sackville Woodworkers, Limited. The plans provide for a three storey main building with a large ell.

St. George.—The pulp mill has resumed operations, having been closed down for repairs.

Marysville.—A quarter of a million dollars will be expended for machinery for the Canadian Coloured Cotton Company. The mill will close down for two weeks to make the necessary changes.

QUEBEC, QUE., AND DISTRICT.

Messrs. E. Little and P. J. Jobin, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month was quiet for labour, though somewhat better in some lines than July. In the building trades a marked improvement took place, though wet weather caused some loss of time in outdoor occupation. There were no labour disturbances; the dismissal of an employee of the electric street railway company was submitted to arbitration with the consent of the company. Tourist traffic has been heavy throughout the month, and hotel and restaurant employees, carters, hackmen, etc., have been very busy.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Hay-making was finished under favourable weather conditions. The crop was heavy and was saved in good condition. Other crops will yield well.

Lumbering.—The large mills are still running, though some have ceased night shifts.

Manufacturing.—The Ross rifle company increased the number of its employees.

CONDITION OF PARTICULAR TRADES.

In the building trades conditions were fairly active. The metal trades were also active, though boiler-makers and

shipbuilders were quiet. The printing trades were active, but the clothing trades were quiet, with boot and shoe workers dull. Activity prevailed in the food and tobacco preparation trades. Longshoremen were dull and the supply of unskilled labour exceeded the demand.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

THE GENERAL CONDITION OF THE LABOUR MARKET.

This month has been very active for labourers, although wages have come down a little from July. All factories have been very busy. The building trade has shown exceptional activity. One store three storeys high has been constructed almost completely in the course of the month and four others of good dimensions are under way. Although it was expected that the recent fire would have decreased business activity, all are pleased at the amount of business done in the temporary buildings occupied as stores of all kinds. Rates of wages are a trifle lower than immediately after the fire, but good labourers have no trouble in getting \$1.50 and \$1.75 per day. There have been cordial relations between employers and employees. The city has decided to widen all the streets of the burnt district to about sixty feet, and to build a new city market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy harvesting.

Fishing.—This industry was rather dull.

Manufacturing.—Every lumber mill and factory is running full time. The Balcer Glove Company has entered its new factory and has resumed work with all its old hands. The Grondines Stone Lime and Brick has started manufacturing artificial stone and cement bricks on the old place of the burnt axe factory.

Railroad construction.—The C.P.R.

continued as in July, strengthening bridges in this district.

CONDITION OF PARTICULAR TRADES.

All hands in the building trades were busy and receiving high wages. Metal workers were fairly busy and blacksmiths, horseshoers and bicycle workers had all the work they could attend to. Woodworkers, carriage and wagon builders were very busy. Printers and pressmen had an extra good month. Journeymen tailors, glove makers and boot and shoe workers had plenty of work. Bakers and confectioners, butchers and meat cutters, ice cutters and drivers, cigarmakers and tobacco workers have had a good month. The leather trades were dull. Barbers were very busy, also delivery and hotel employees. Laundries were doing fairly well. Railroad employees of all kinds have been fairly busy, as well as steamboat men. Cab drivers, hackmen, carters, teamsters and expressmen were very busy. Unskilled labour was well employed.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were fairly active during August. The machine shops were running full time but with a somewhat reduced staff as compared with the same period last year. The woollen mills were somewhat quiet. The Paton Mills will close down on the 2nd September for two weeks for repairs. The Fairbairns Shops will open up towards the end of September. The machinery is now being placed in position as well as in the Improved Paper Machinery Shops which have been erected. It is anticipated that these new industries will fully absorb the surplus machinists in this section. There has been a good demand for unskilled labour. The wholesale

houses reported business brisker. There has been no unrest among workmen. The population of Sherbrooke during the past year has increased several hundred, and now stands at over 15,000. The valuator also report a considerable increase in the assessment roll through the number of new buildings.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The continued dry weather of August enabled the farmers to secure their crops in good condition. The brooks and rivers are very low.

Manufacturing.—Manufacturing establishments were fairly active.

CONDITION OF PARTICULAR TRADES.

Building.—Fairly active conditions were reported.

Metal.—Moulders, machinists, iron workers were active and electrical workers busy.

Woodworking.—Fairly active conditions prevailed.

Printing.—Printers, pressmen and bookbinders were active.

Clothing.—Journeymen tailors were busy and garment workers quiet.

Food and tobacco.—Bakers, confectioners and cigarmakers were quiet.

Miscellaneous.—Barbers, delivery employees, clerks, stenographers and hotel workers were busy.

Transport.—Railwaymen were active. Cab drivers, expressmen and carters were busy.

DISTRICT NOTES.

Lennoxville.—Business has been good. Every available house is occupied and residences of the better class are in course of construction. City contractors are engaged here owing to local men being overwhelmed with orders. Real estate is active, some fifty building lots having changed hands during the season. The Union Screen Plate Co. is running on full time with full quota of hands; the Standard Box Co., is also running on full time and will shortly be taking on extra hands. Their present contract for clapboards is

nearly completed, after which the box orders will be taken in hand. Clough & Co., wholesale flour and grain dealers, report heavy distribution of feed and flour, as also coarse grain, corn, etc., owing to the depleted stocks in retail hands. Cement is moving rapidly.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during August was more satisfactory than in the preceding month. The building trades were a little busier owing to the work of rebuilding the cathedral where a large number of workers of all classes are employed. The rebuilding of a steel bridge by the Grand Trunk Railway was commenced and 30 men were employed. The cement mixing machinery has arrived and as soon as preliminary work is completed a larger number will be employed. The school commissioners decided to add a storey to the present academy for girls and to build a wing. The sash and door factory and the organ factory were active. The iron industry had a good month, the various branches being very busy. The leather industry had a very active month. In the boot and shoe industry conditions improved somewhat; the Coté Company has commenced to work six days per week. The Ames Company only worked five days a week. The clothing industry had a good month. The woollen factory, the corset factory and the underwear factory were busy. Civic work was in full progress. Banks reported a good month with easy collections. The retail trade was stagnant but wholesale trade reported a slightly more active month. The fall season, it is anticipated, will be a busy one. Relations between employers and employees were cordial; there were no changes in wages or hours.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have had fine weather and the crops in the district will be over the average. Apples are plentiful and of fine quality. Farm produce, butter, eggs, cheese and garden produce sold freely at very high prices. Farm labourers were in demand and high wages were paid.

CONDITION OF PARTICULAR TRADES.

Building.—Plumbers and stonecutters had a good month. Painters were fairly well employed. Although there was a slight increase in activity large numbers in the other branches of the building trades were idle.

Metal, engineering and shipbuilding.—An active month was reported.

Woodworking and furnishing.—These trades were fairly well employed owing to factories having resumed activity.

Printing.—Printers, pressmen and bookbinders were fully occupied.

Clothing.—Journeymen tailors and garment workers had a good month. Boot and shoe workers were fairly well employed.

Food and tobacco preparation.—Butchers and ice handlers had an active month. Bakers and confectioners had a good month. Cigarmakers had a fair month.

Leather and miscellaneous.—Activity was reported in all branches.

Transport.—Freight and passenger traffic were about on the same level as in July. Delivery employees, expressmen, and carters were a little busier than in July.

Unskilled labour.—Conditions were satisfactory, all hands being employed.

DISTRICT NOTES.

Sorel.—The construction of the St. Joseph de Sorel waterworks were being pushed rapidly ahead, a large number of men finding work thereat. Very active conditions existed and the building of a steel vessel 225 feet long to be launched in the spring, was commenced. A number of new residences are being erected.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market, which in the beginning of the month was good, afterwards became less favourable, owing to the strike of the Canadian Pacific Railway machinists. This threw 1,500 men on the market, creating a surplus of labour. The trades which were more affected were carpenters, joiners, painters, machinists and boilermakers. Several large transactions have taken place in real estate. The Grey Nuns have purchased a lot on which they will erect a large establishment. The town of Westmount has acquired the large property belonging to the estate of Edward Mackay.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters and joiners were quiet.

Metal, engineering and shipbuilding.—Metal workers, machinists and iron moulders were fairly employed. Electrical workers were dull.

Woodworking and furnishing.—Activity prevailed with woodworkers, upholsterers, varnishers and polishers, but carriage and wagon makers and car builders were quiet.

Printing.—These trades were active.

Clothing.—Quietness prevailed in these trades and many establishments discharged men for lack of work.

Food and tobacco preparation.—Dullness was reported.

Transport.—Active conditions prevailed.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Activity increased during August, all of the building trades being well employ-

ed. Carpenters and joiners were in demand. Bricklayers were also very busy, as were also masons. Plasterers had a good month. A building permit was granted in August for the erection of the new school for advanced commercial education, at a cost of \$390,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Satisfactory conditions were reported.

Lumbering.—There was an increase in activity during the month.

Railway construction.—Street railway construction was very active.

CONDITION OF PARTICULAR TRADES.

Metal, engineering and shipbuilding.—Electrical workers, linemen, boilermakers shipbuilders, caulkers, shipwrights and blacksmiths were active. Machinists, engineers, metal polishers, sheet metal workers, tool sharpeners, horseshoers and jewellers had a good month, and iron moulders had a fair month.

Woodworking.—Carbuilders, pattern-makers, coopers and gilders were quiet, but the other branches had a good month.

Printing.—Activity prevailed.

Clothing.—Boot and shoe workers were quiet; other branches were active.

Food and tobacco preparation.—Bakers, butchers, confectioners and ice handlers were active. Cigar-makers had a fair month.

Leather.—Satisfactory conditions were reported.

Miscellaneous.—Barbers were active. Delivery employees and furriers had a good month, but hotel, restaurant and theatre employees were quiet.

Transport.—Steamboatmen were active, as were also street car employees, cab drivers, teamsters and expressmen. Ship labourers were less active than in July.

Unskilled labour had a busy month.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferrrière, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market were more favourable in August than in July,

and prospects for the fall were encouraging. July had been somewhat quiet owing to certain factories laying off men and girls for the usual annual vacation of one month. In August these establishments resumed operations but not to their full extent, owing to paper making not being active. However, the starting of two large contracts in Hull during August, more than made up any deficiency. In fact there was a scarcity of men on the \$250,000 dam now being erected above the Chaudière Falls for the purpose of regulating the supply of water in the mills and factories. Night squads have been set to work on this contract and it is the intention to complete the undertaking this fall. About 150 men and teams were employed. Wages were \$1.50 and \$1.65 per day. The Canadian Pacific Railway also employed about 50 workmen double tracking its electric railway in Hull. The city is doing waterworks and sewer improvements in the streets traversed by the railway and about 30 men are employed. This work, which includes the building of electric lines in several of the remotest points of the city will be completed a year hence and will cost about \$150,000. Unskilled labour finds plenty of employment and will do so for three months yet after which scarcity of work may ensue. The Eddy Company has enlarged its match factory, providing for the setting up of three additional machines of a capacity of 800,000 matches per hour and a half each. One hundred girls will find employment in the new addition. The cement company is erecting large steel structures for storage purposes, subsequent to the enlargement of the works. The steel workers are being paid union wages. The signing of a \$400,000 contract for the construction of a school in Montreal by Mr. J. Bourque, a Hull contractor will give employment for the whole winter to the contractor's permanent staff in Hull. The water power of Tetreauville purchased some ten years ago for \$8,000 was recently sold to the Ottawa Electric Railway Company for \$88,000.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The demand for common labourers and tradesmen during August was smaller than for the same month last year. Quietness in the lumber trade, affecting manufacture and transportation was chiefly responsible for this situation. So many harvesters were sent from other parts of Canada to the west that this industry also called for less labour than usual from the Ottawa district. Wages were steady, and except for the coming winter in the lumber woods, show no decline from a year ago.

A project which will give employment to between 200 and 300 men for the rest of the season was started on August 1, when the lease holders of Chaudiere waterpower on both sides of the Ottawa river, acting jointly, gave a contract to Quinlan & Robertson of Montreal, for a new concrete dam to cost \$250,000. The improvement, which will insure a steady supply of waterpower will enable the industries at the Chaudiere to be run to full capacity the year round, thus benefiting many working people. In conjunction with the work the corporation of Ottawa has decided to spend \$50,000 on a new aqueduct, as after the dam is complete the water level will be so much higher that the aqueduct could not be built without much expense and trouble. The civic aqueduct includes a scheme for a new intake pipe and the furnishing of more power for operating the waterworks plant. Other municipal works require the service of large staffs of men. A relief sewer is being made by day labour for the purpose of preventing floods in the vicinity of Bank, Sparks, and Queen streets. The number of asphalt pavements being laid is more than was anticipated early in the summer. Tar macadam pavements have been constructed on Lyon, Cathcart and Chapel streets under old petitions, but the city is not favourable to the use of this material in street making. On account of the new

territory that was annexed, sewer and waterway construction and the laying of plank and concrete sidewalks calls for the expenditure of more than the usual amount for local improvements. The total for the season may reach half a million dollars.

The Ottawa Electric Railway Company has given the contract for a \$50,000 brick and concrete structure, to be used as new car barns. Another contract given by the company is for the widening of the Somerset street bridge on which two tracks are laid, this improvement having been ordered by the Railway Commission. Work on the new barns, the bridge widening and on the laying of steel for the company's line to the Experimental Farm began in the last week of August.

Business showed an improvement during the month, especially in larger orders from the west and in more frequent inquiries from lumber dealers in the United States.

The strike of the mechanics of the Canadian Pacific Railway Company affected about 50 men in Ottawa, all of whom, it is said, remained idle the whole month. The men went out when the general strike was declared. The local C. P. R. officials stated that most of the strikers' places were filled.

A report compiled this month by the Children's Aid Society of Ottawa, shows that since 1897, 600 children have been cared for.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The grain crops harvested in the Ottawa district show that the late rains were of considerable value. Vegetables are not a large yield and in the case of potatoes there is an unusual dearth; the price during most of the month was two dollars per bag. Eggs were at 25 cents per dozen and pail butter at 25 cents, a higher price than in other years.

Lumbering.—The lumber manufacturers continue their large output despite the fact that they have to seek new piling ground owing to dull shipping. Prices continue firm. Lath has fallen about one dollar a thousand from last year but

still the quotations are higher than a few seasons ago. Wherever hiring has begun for next winter's logging operations a reduction of at least 25 per cent. in the cut is contemplated.

CONDITION OF PARTICULAR TRADES.

The printing and allied trades were busy. The clothing trades were active on fall orders. Conditions were dull in the food and tobacco preparation branches. The leather trades have received an impetus from the improved commercial conditions of the west. Transportation was brisk; if lumber shipping were normal no cars would be idle. Unskilled labour was quiet.

The building trades were moderately busy. Quietness prevailed in the metal, engineering and shipbuilding trades and in the woodworking and furnishing trades.

KINGSTON, ONT., AND DISTRICT.

Mr. William Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was rather dull. A number of mechanics and unskilled workmen found it difficult during the early part of the month to find employment. Preparation for the annual camp at Barriefield, the starting of building operations in many cases, and the leaving of a number of farm hands for the west from this district, somewhat relieved the situation towards the end of the month. The annual military camp commenced at Barriefield on Monday August 31st, 1908. On civic holiday two or three thousand old boys were entertained here. Upon application of the Mayor of Fernie, B.C., for assistance to sufferers from the recent fire, the city council voted \$200.00. The work of erecting fire escapes on the public schools and collegiate institute was completed. Queen's University trustees called for tenders for the erection of a small stone observatory; the sum of \$5,000 was made the limit as to cost, and the question of building was laid over

until October. The building of the orphanage at St. Mary's of the Lake is progressing rapidly. The erecting of quarters for the servants at the R.M.C. is rapidly nearing completion. A contract for 1,200 tons of soft slack coal for the waterworks department was closed during the month at \$5.13 per ton; this is two cents per ton lower than paid last year. Up to August 4th, 500,000 bushels of grain had arrived here from Fort William. The customs returns at the port of Kingston, for the month of July, amounted to \$11,822, a decrease of \$2,688.42 over the same month last year.

A company is being formed to operate a line of steamboats along the north shore of Lake Ontario from Toronto as far east as Port Hope. The promoters have already purchased a steamer and will have it ready for the spring of 1909. If the business warrants it another boat will be put on to connect as far east as Kingston. The new steamer was built especially for Ontario waters and will run about thirteen knots an hour, with 600 passengers.

As a result of the recent burning of the dome of the city hall, a special meeting of the city council was held, and steps determined upon for the restoration. It is felt that the \$13,600 awarded in insurance will cover the cost. The matter has been placed in the hands of a local architect and plans, etc., are now being considered.

On August 18th, the Davis dry dock was again put out of commission being undermined for the second time within a month. The work of repairing the dry dock is now going on. Concrete is being used in making the repairs.

There were no strikes, lockouts or changes in wages reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy harvesting a splendid crop of all kinds. There was no scarcity of help; several hundred farm hands left this district for the west.

Fishing was reported good.

Lumbering was quiet.

Manufacturing was fairly active.

Mining was active.

CONDITION OF PARTICULAR TRADES.

Work in the building trades became more active toward the end of the month. Metal, engineering and the shipbuilding industries continued active. Woodworkers and furnishers reported an active month. Printers were busy. The clothing trades were quiet. Barbers, confectioners, butchers, etc., were quiet. Ice cutters and drivers, cigarmakers, etc., were active. Furriers were active. All branches of transportation were active. Unskilled labour was quiet, the supply being in excess of the demand.

BELLEVILLE, ONT., AND DISTRICT.

Mr. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of August was on the whole, active, but was not as satisfactory as last year, there having been a larger influx into the city than the market warranted. Several families from this city and Deseronto were deported to Britain, as it was thought they would become a charge upon the community. It is thought that the coming winter will witness hardship in this district, as work promises to be scarce.

The Rolling Mills, which gave employment to a large number of men, closed down on the 20th, but the horseshoe department is still running. A number of the former employees have secured work elsewhere. The new Lehigh Portland Cement Works started operations and are expected shortly to be in full progress. Several hundred men are employed here and at the Belleville Portland Cement plant. It is probable an electric road will be built to connect these works with the city, as nearly all the men employed reside here. Work in the new drill hall went on rapidly, all the brick and stone work having been completed, as well as the new steel roof. A large number of skilled and unskilled men were employed on the work during the month. The stone Separate School also kept many of

the building trades busy, while several private residences in course of erection gave employment to many. The planing mills were running full time and were very busy. A number of men were engaged in laying granolithic walks, some \$20,000 being expended on this work. The canning factories and evaporators were very busy, large quantities of peas, tomatoes and corn being packed. The wholesale and retail merchants reported business very satisfactory. Those engaged in the dairy business had an exceptionally good month, cheese selling on the board at 12½c. and butter at 30c. This promises to be the best season for years, owing to abundant pasture. There was no unrest in the labour market nor were there any changes in hours of labour or rates of wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had an active month. Grain and roots were a good crop. Much fall ploughing was done.

Fishing.—Conditions were dull.

Lumbering.—Trade was active in the northern part of the county.

Manufacturing.—In most branches full staffs were busy.

Mining.—Busy conditions prevailed.

Railroad construction.—Work was dull around Belleville, but active in north Hastings, owing to the extension of the Central Ontario Railway.

CONDITION OF PARTICULAR TRADES.

Nearly all branches of the building trades were busy, especially bricklayers, stonemasons, carpenters, joiners, painters, paperhangers, and builders' labourers, although not as busy as during the same month last year. Plumbers, steam and gas fitters had a quiet month. Iron moulders, machinists, engineers, electrical workers, brass moulders, blacksmiths, boilermakers and horseshoers were active. Iron workers and helpers were active most of the month, until the rolling mills closed down. The wood-working trades had a busy month, the factories were working full time. The two furniture factories had a large number of men making goods [for ex-

port. Carriage and wagon makers reported an active month. Coopers were busy, apple barrels and cheese boxes being in demand. Printers, both job and newspaper, as well as machine operators, had an active month, all workers being employed. Pressmen and bookbinders were also well employed. Journeymen tailors had a very busy month, a number working overtime. Boot and shoe workers reported a quiet month. Bakers and confectioners, butchers and meat cutters, icemen and cigarmakers had an active month. Harness makers were fairly active and barbers, delivery employees, hotel, restaurant and laundry employees were active. Railwaymen were quiet, but all employed in steamboat work had a very busy month. Longshoremen were active especially those getting out coal for the fall and winter trade. Cab drivers, hackman, carters and teamsters were active. Unskilled labour was quiet, with the supply greater than the demand.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. W. J. Johnston, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During August activity prevailed in the city and district. Outside work, particularly in the building trade, was more active than in any previous month of the year. While none of the industries were rushed with work they were all running full time, and in nearly all instances employing full staffs. Many public improvements are under way. A considerable number of houses and barns are being erected throughout the district. The Normal and Collegiate school buildings are now completed and ready for occupation, but the armouries are still under construction, also the Roman Catholic church. The contract has been let and work started on the construction of a new Methodist church; a new curling rink is also under construction. The boats plying here were very busy.

Banks reported conditions active, and business was becoming so with wholesalers and retailers. Market quotations on some kinds of lumber were reported less than at the beginning of the season. The labour market was free from any unrest. A number of immigrants were returned to Great Britain.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been very busy harve ting and threshing; a good yield was reported in nearly every part of the district.

Lumbering.—Conditions were active. Owing to trade this year not being as good as in previous years, there will not be so many camps; this will materially affect the employment of a number of men.

Manufacturing.—In some lines manufacturing was fair, but in the iron trades dullness prevailed, and it has been a task to keep the shops running full time.

Mining.—Conditions were dull. In the northern part of the county a large shaft is being sunk.

Railroad construction and employment.—Work consists chiefly of repairing. Engineers have completed the surveying of the new branch line of the Canadian Pacific Railway from Parry Sound to the line here.

CONDITION OF PARTICULAR TRADES.

Active conditions prevailed in the building trades, with stonecutters busy. Iron workers and helpers were active, with a large number employed at other occupations; this condition also applies to machinists. Steam engineers, electrical workers, linemen, bicycle workers, horseshoers and jewellers were active, but others engaged in the metal trades were more or less inactive. Activity was the rule in the woodworking trades, excepting that the coopers were busy and upholsterers somewhat dull. Dullness prevailed in the printing and clothing trades, but prospects were improving with the former. Activity was the rule with boot and shoe workers, and in the food and tobacco, leather, miscellaneous and transport trades, excepting with fur-

riers, theatre employees, cabmen, hackmen and carters, who were somewhat dull. Unskilled labour, in the majority of cases, was well employed, although a number were unemployed.

DISTRICT NOTES.

Bobcaygeon.—Work is steadily progressing on the canal, giving employment to about 50 men and teams. Work is also progressing favourably on other sections of the canal.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions showed little change as compared with July. Building was fairly active but manufacturing showed no improvement. The strike of the men engaged in the mechanical departments of the Canadian Pacific Railway, though directly affecting only a comparatively small number in this district, has had a weakening influence owing to the danger that it may interfere with the movement of the crops. Business men are disposed to be conservative in regard to expenditures. The opening of the Canadian National Exhibition, lasting from Aug. 29th to Sept. 14th, had a stimulating effect on local trade and afforded temporary employment to a large number.

The building permits issued during July represented 516 buildings of an approximate value of \$1,221,000, as against permits for 538 buildings of an approximate cost of \$1,219,435 for July, 1907.

William C. McGhie, of Toronto, has been appointed Chairman of the Board of Examiners organized under the act respecting stationary engineers. The Board will enter upon its duties Sept 1st.

The assessment rolls for Ward No. 4 show a total assessment of \$40,410,888, being an increase of \$2,876,949 over that of last year.

A fire at the Union Stock Yards, West

Toronto, on the 25th, destroyed a considerable section of the yards and several adjoining houses, the loss amounting to about \$150,000, and the insurance to \$53,000.

Several large apartment houses are to be erected, including one to cost \$30,000, one to cost \$50,000, and another at a cost of \$35,000. The Canadian Order of Foresters will erect a Temple at a cost of about \$65,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were actively engaged in harvesting, which was a week or so later than usual. The result has been an average crop of good quality, though some damage was occasioned by rain and hot weather, causing sprouting, and the straw is not so good as usual. The corn crop for fodder and silo promises to be large and will insure good fodder for winter. Recent dry weather has been unfavourable to pastures and root crops. Threshing was begun towards the latter part of the month. There was generally a sufficiency of farm labour, though skilled men were scarce.

Manufacturing.—Quiet conditions generally prevailed with little disposition on the part of manufacturers to anticipate orders.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades were better employed than in previous months, but there is still a surplus of men, especially carpenters and builders' laborers. Plumbers, steam and gasfitters had more work.

Metal, engineering and shipbuilding.—August was a quiet month in most of these lines, the strike of the C. P. R. mechanics having an unsettling effect. Sheet metal workers were better employed than last month. Structural steel workers and brass workers had steady work. Electrical workers were fair. Jewellers and silversmiths had more work.

Woodworking.—These trades generally had a fair month. Piano makers were quiet.

Printing.—Printers had a quiet month. Bookbinders were fairly well employed.

Clothing.—Custom tailors were slack and boot and shoe workers quiet. Garment workers and hat and cap workers had a fair amount of work.

Food and tobacco preparation.—These trades were generally active, especially towards the close of the month.

Leather.—Leather workers found trade quiet.

Miscellaneous.—Hotel and restaurant employees, laundry workers and barbers were active. Clerks and salesmen were better employed than last month. Many have obtained temporary work during exhibition time.

Transport.—Railway and street railway employees, expressmen and teamsters were well employed. Sailors and longshoremen had an active month.

Unskilled labour.—A considerable percentage were unable to find employment in the city.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

August was a busier month than July in this city and district. Transportation improved, crops were heavy, some building and public works were under way, and some unemployed men left the district. In no case was an unsatisfied demand for men reported.

At the new Cyanide works forty carpenters, ten builders' labourers and thirty other labourers were employed. On the new corset factory twenty-five men were employed. Other building work was small. Contracts were let and work commenced on the Niagara boulevard. The first section will cost \$10,000 per mile. Labourers and teamsters will be the chief classes of labour employed. Paving work was completed in the city. A few men were employed on walks and sewers. The enlargement of the waterworks pumping station was completed. Retail trade was said to be light but financial conditions were steady. A

factory site was purchased by parties interested in a cardboard factory. The price of natural gas, very extensively used as fuel, was increased, and the cost of provisions and vegetables was said to be high for the season of the year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Very good grain crops were harvested and threshing commenced. Vegetable and fruit crops are very large.

Manufacturing.—The Ramapo iron works were running full time with a full staff; the Oneida chain and trap factory resumed work after two weeks' vacation, the Spirella Corset Co. was operating two temporary factories till the new building is ready for occupancy. The new can factory was employing a hundred and twenty persons and the canning factory over a hundred. The Ethinite works will re-open after a year's shut-down.

Railroad construction and employment.—Railway employment was steady. No construction was going on.

Other industries.—The contract was let for building the government power transmission line from Niagara Falls to Toronto and Western Ontario.

CONDITION OF PARTICULAR TRADES.

Conditions in the building trades varied. Nearly all carpenters and builders' labourers were working, but masons, bricklayers, lathers, plasterers, plumbers, painters and stonecutters all reported a quiet month. Electrical workers were kept fairly busy. Those employed in iron working industries were well employed. The printing trades were steady. Bakers and butchers were active and hundreds of persons were employed in canning factories in the city and district. Hotels and restaurants were busy and employment was good. Employment on steam railways was steady. Electric lines carried a very heavy traffic and employed many men. The busy season will end about the middle of September. Teamsters were busy. Unskilled labour was very well employed.

DISTRICT NOTES.

Bridgeburg.—A number of employees of the shipbuilding plant were laid off. A varnish factory was projected. The price of natural gas for light and fuel was increased.

Chippewa.—The Cobalt Smelting plant was completed.

Port Colborne.—Traffic on the Welland canal was very good for August. A rush of traffic is expected in September when the wheat comes East. The new elevator here will be in use. A number of labourers who had been engaged on canal improvements were laid off. The cement plant was running to full capacity and turning out a thousand barrels per day. A valuable deposit of silica was discovered in *Wainfleet* township.

Welland.—The Ontario Iron & Steel Co. will employ an extra force of men for several months while building towers for the Government power transmission line from Niagara Falls. Sewer and walk building employed some labourers and a number of dwelling houses and a public building are to be erected. Tenders were invited for building a dock on the canal, for which the government granted \$45,000. Retail stores observed a Wednesday half-holiday during July and August.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

While there was not a very marked increase in employment compared with July, yet it was sufficient to warrant confidence in the early resumption of former activity in nearly all industries. A large number of Polish labourers, intended for help in the canning factories of the district, were returned to the United States by order of the Inspector of Immigration. In past years this class of labour was much employed in the canning industry, but

owing to slackness in the labour market this season, the need for their employment was not felt. The contract for the rebuilding of the Whitman Barns Manufacturing plant, destroyed by fire last spring, has been let. It will be a two storey structure, as large as the former building, equipped with modern machinery, and will give employment to considerably more men than formerly. The municipality has given the company exemption from taxes for 10 years. The Bishop Ridley College authorities are building a \$25,000 residence for the senior boys. This month brings to a close the Wednesday half-holiday, except for the clerks at the McLaren Company's departmental store, where it will be continued through September.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Seldom before have crops of fruit, grain and vegetables been so good. The tomato crop is unusually heavy. Notwithstanding, the heavy crop a good price is realized, largely owing to the care exercised in the harvesting and packing.

Manufacturing.—Employment in factories was fair, with prospects brighter. The canning factories were running to their full capacity.

CONDITION OF PARTICULAR TRADES.

The allied building trades were active, employment being slightly better than last month. All branches of the metal and engineering trades were active with improved prospects, but employment in the woodworking trades was somewhat quiet. The printing and clothing trades were active, also the food and tobacco, leather, miscellaneous and transport branches.

DISTRICT NOTES.

Thorold, Merriton, and Port Dalhousie.—Conditions of employment were about the same as last month, labour being active, and factories running full time.

HAMILTON, ONT., AND DISTRICT. BRANTFORD, ONT., AND DISTRICT.

Mr. S. Landers, correspondant, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There are still many men in the skilled and unskilled trades out of work. A number of men left the district for the Northwest harvest fields. Some branches of the iron trades were active, while other were only fair. There were no changes in hours of labour or wages and no strikes or lockouts.

Civic improvements on roads, sidewalks, sewers, etc., are not being carried on as extensively this year as in former years, and as a result there are hundreds less men employed. The prospects for the working class, especially unskilled labour, are not very bright for the coming winter.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers and fruit growers were very active.

Manufacturing.—Manufacturing was only fair.

Railroad construction.—Construction of electric roads is practically over.

CONDITION OF PARTICULAR TRADES.

The building trades were fairly active, but there is by no means as much building going on this summer as last. The metal and woodworking branches were fair. The allied printing trades including bookbinders and stereotypers were active. Journeymen tailors were slack, but garment workers and boot and shoe workers had only fair employment. Food and tobacco preparation trades had a fair month. Steam and electric railway employees, longshoremen, etc., were active, and steamboatmen, firemen, etc., busy. Unskilled labour was fair to active.

DISTRICT NOTES.

Dundas.—Labour generally was active. Manufacturing and trade establishments had a fair month.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market has not improved since July. There are still a number of skilled and unskilled men unemployed. The Massey Harris Co. has closed for stock-taking and repairs as is customary at this season. Operations will not be resumed for several weeks. A large number left this locality for the Western harvest fields; this with the continued civic improvement work has relieved the situation. Retail merchants had a fair month. A local paving company, to be known as the Westrumite Paving Construction Company of Brantford, capitalized at \$200,000, was formed during the month.

The factory inspector has laid a charge against a local resident for making a false declaration respecting the age of his 13-year old son who has been employed in one of the local factories. The moulders strike continued with little change in the situation.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agriculturists were very busy. Crops are very fair in this locality.

Manufacturing.—Manufacturing continued a little quiet though there are indications of improvement shortly.

Railroad construction.—Work was at a standstill.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, gasfitters, carpenters, joiners, lathers and plasterers were busy. Painters, decorators and plumbers were active. For iron moulders and coremakers trade was quiet. Machinists, engineers, electrical workers, linemen, metal polishers, buffers, platers, blacksmiths and boilermakers were from active to quiet. Sheet metal workers, stove mounters and horseshoers were active. Carriage and wagon makers were a little quiet, but pattern makers and coo-

pers were active. The printing and allied trades were active, jobbing departments found trade better toward the close of the month. Tailors and tailor-esses were not very busy. Bakers were busy and confectioners, butchers, cigar-makers and tobacco workers were active. Leather workers, saddlers, barbers, clerks and delivery employees were actively employed, with hotel and restaurant employees and laundry workers busy. Railroad trackmen and freight handlers were active. Street railway employees were employed steadily as usual. Teamsters and draymen were busy and cab drivers and hackmen were active. There were a number of unskilled labourers unemployed.

DISTRICT NOTES.

Paris. — Manufacturing was quiet. One of the fabric mills was closed part of the month. Prospects are for a busier fall season.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Unskilled labour was more active during August than for some time past, owing to the removal of a number of this class of work people. Skilled labour conditions were about the same as in July, with a slight improvement in some lines. The building trades had an active month and a good average summer is looked for, the work being principally new dwellings, of which about 130 will be erected this year. Factory workers lost considerable time in some shops but an improvement is looked forward to. Work on the new armouries and the waterworks extension was under way. The erection of a new factory was also started.

Retail trade was quiet, retail clerks to a small number, were granted the half holiday that has been the custom for some years, but the majority of store-keepers refused the holiday. An "Old

Home Week" in the first week of the month benefited some lines of employment and had the effect of closing down some of the factories. There were no wages changes or noticeable unrest.

CONDITION OF PARTICULAR TRADES.

The building trades had an active month, principally on dwellings. The season will be a fair one, but there has been more than the general number of new men arrived from other centres in these lines of trade. Iron moulders, machinists and helpers had an active month in some shops and a quiet month in others. An improvement was noticed in some of the shops.

Tube mill workers had an active month. Woodworkers on furniture work had a dull month, but on building material a busy month. Piano and organ workers were active, while carriage workers and upholsterers were quiet.

Printers had an active month, but journeymen tailors and garment workers were quiet. Cigarmakers, bakers and confectioners had an active month. Barbers, hotel employees and delivery employees had a busy month. Unskilled labour was in better demand, owing to the extension to the water-works system.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market continued about the same as last month, with some slight changes in certain lines of employment. Factory workers found employment somewhat slack in most lines. A number of the industrial establishments that had closed down during the previous month have again commenced operations, but others are still idle. The Berlin Robe and Clothing Company reported busy conditions. In the building trade there was little change from last month. During the

month a building permit was issued for the erection of a factory building for the Hagen Shirt & Collar Company; the building will be 60 x 100 feet, and three stories high. An addition has been made to the factory of Mr. H. L. Janzen, and the Merchants' Rubber Company is also adding to its premises. The Mennonite church is nearing completion, also the St. Jerome College.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy harvesting the oat crop, but owing to the heavy rains they have had much difficulty in satisfactorily housing it. The fruit crop will be heavy. Winter apples will be only a medium crop, but other kinds will be an excellent one. Farmers' produce was quoted as follows: Eggs, 20c. a dozen; butter, 25c. a lb.; potatoes, \$1.00 a bag; wood, \$7.50 a cord, and hay, \$12 a ton. There were four barns destroyed by lightning, with live stock and nearly all the season's crops.

Manufacturing and lumbering.—These industries were somewhat quiet, with railroad construction fairly active.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, plasterers and lathers were somewhat inactive, and painters, paperhangers and decorators active, and plumbers, gas and steamfitters poorly employed. Steam engineers, electrical workers and linemen found employment active, but blacksmiths, bicycle workers and horseshoers were well employed. Conditions of employment in the woodworking and furnishing trades were more or less quiet. Printers, pressmen, bookbinders and electrotypers were active, so were tailors and garment workers, but glove makers, boot and shoe workers found conditions somewhat quiet. Bakers, confectioners, butchers and meat cutters were busy, also cigarmakers and tobacco workers. Tanners and curriers, leather workers and saddlers were active, but trunk and bag makers were more or less inactive. The miscellaneous trades were fairly well employed, but unskilled labour was in excess of the demand.

WOODSTOCK, ONT., AND DISTRICT.

Mr. W. N. McEltheran, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The supply of labour, skilled and unskilled, was greater than the demand during August, the trades generally being quiet. A number from this district took advantage of the harvesters' excursions and left for the Northwest, but some returned, unable to find employment. All building operations in hand were being rushed ahead, the Grey Memorial Hall being the most important. The Dominion government commenced the erection of a tower in the vicinity of the reservoir for the purpose of conducting surveys, topographical and other. Quietness prevailed in the woodworking trades. Transportation remained about the same as during the previous month. In the early part of the month a strike occurred of the teamsters employed in the southern portion of the county on road construction. The wages paid were \$4.00 per day for man, wagon and team. No dissatisfaction existed on account of wages, but an objection was raised on account of an order calling for the hauling of seven loads per day. Previously, six loads were being hauled. Twenty teamsters quit work, which greatly embarrassed operations, the men in the pits and others employed on the road being forced into idleness. After discussing the matter, seventeen of the strikers decided to resume work the following morning, the three dissenting ones being paid off. Work has gone on harmoniously since.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers in several localities were engaged in threshing. Grains generally gave a satisfactory yield, wheat and oats being plump and well matured. Root crops gave excellent promise. There was scarcely a noticeable falling-off in the milk supply, timely rains keeping the pasture in good shape. Prices for farm products showed no decline. Cheese reached 11 7-16c. per lb. on the local

cheese board. A company of Scotch agriculturists visited the district, and, over a twenty-mile area, inspected farms and cheese factories, with the object of making observations on the methods of mixed farming, as carried on in Canada.

Railroad construction.—Work was successfully completed on the St. Mary's and Western Ontario Railway, between St. Mary's and Woodstock, regular trains being put on daily, except Sundays.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons and plumbers were not very busy. Stonecutters had a busy month. Carpenters and joiners were employed on odd jobs. Lathers and plasterers were quiet. Painters and decorators had a busy month, a great deal of outside work being done. Iron moulders were not rushed. Those employed at the Jas. Stewart Mfg. Co. were working five days a week. Machinists were steady, with stove-mounters active and horseshoers quiet. The woodworking trades were in a demoralized state. The large furniture factory of the Canada Furniture Manufacturers did not start up the first of August, as was expected, the result being another month's enforced idleness for over 200 men. No definite announcement has been made as to when this factory will re-open. Wagon makers were also very quiet, only about a third of the usual number of men being employed. Church organ workers were very busy. Printers were quiet, only the usual work going on. Journeymen tailors reported a busy month. Bakers and confectioners reported a slight falling off, as compared with the previous month. Knitting factory employees were very busy. Cigar-makers were quiet. Teamsters were busy. Unskilled labour was in excess of the demand.

DISTRICT NOTES.

Ingersoll.—Building operations were brisk. Tenders were called for the re-modelling of the building to be occupied by the Royal Bank. The school board were also considering tenders for the erection of a new school building.

STRATFORD, ONT., AND DISTRICT.

Mr. Jos. T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued in the same condition as in July, with slight changes in some lines. Factory workers found employment very good. With outdoor workers, the month was not equal to the corresponding month of previous years. Work on the G. T. R. shops extension is progressing rapidly. A new chimney is in course of erection, which, when completed, will stand 187 feet from base to tip, composed of one solid mass of concrete reinforced by steel bars on a foundation 25 ft. square. The R. M. Ballantyne Company has moved to its new building, and intends increasing its staff of workers. Contracts are let for a filtration building, to be of red and white brick, the total cost to be \$1,816. Wholesale and retail merchants reported business very good. Heavy thunderstorms passed over the district and did damage to barns and live stock. No changes in rates of wages and no trouble in the labour market were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy threshing and preparing for sowing fall wheat. The indications are that a much larger acreage will be sown this fall than the past few years. Market prices were: Butter, 25c. per lb.; honey, 10c. per lb.; eggs, 20c. a doz.; potatoes, \$1 per bag; hay, \$7 to \$8 per ton; wheat (new), 80c.; old, 82c. per bushel; oats, 45c. per bushel.

Railroad construction.—Forty-seven miles of new steel track are being laid from Bright to Holmesville, a few miles east of Goderich, on the G. T. R. line. About one hundred men are engaged at the work. The rails that are being replaced are of Barrow steel and are the 56 lb. rail. The new steel is an 80 lb. rail and is more suitable for heavy traffic.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, lathers and plasterers had an

active month. Painters, plumbers and builders' labourers were busy. There has been a fair amount of repair work.

Metal.—Iron moulders and workers were all working. Blacksmiths and boilermakers were busy.

Woodworking.—These trades were generally well employed. Carriage and wagon makers were busy. Coopers were active.

Printing.—Printers were fully engaged.

Clothing.—Journeyman tailors and garment workers were in their dull month.

Food and tobacco preparation.—Bakers, confectioners and butchers had an active month. Cigarmakers were fairly busy.

Leather.—Harness makers reported trade very good.

Miscellaneous.—Barbers, clerks and deliverymen reported a very good month. Hotel, restaurant and laundry workers were busy.

Transport.—Trackmen, trainmen and freight handlers were busy. Cab drivers, draymen and teamsters were active.

Unskilled.—The supply still exceeded the demand.

DISTRICT NOTES.

New Hamburg.—The Hahn Brass Co. has purchased the Berlin Aluminum Company's plant and business and is removing it to New Hamburg.

Nithburg.—The contract for the cement flooring and repairs to the bridge on Graham's flats has been let. The price is \$1,378. It is understood the entire amount is to be raised by the new county good roads by-law.

LONDON, ONT., AND DISTRICT.

Mr. A. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of August has been the most active so far this year, although the outlook is not encouraging. Local improve-

ments, such as new roadways, sidewalks, etc., are nearly finished. In the building trades, with the exception of the new buildings at the hospital, very little is in progress. In the factories and foundries, conditions are better, and more hands were put on during the month. The wholesale houses were dull, the travellers getting few orders.

A disastrous fire occurred during the month in a local retail hardware store, in which the fire chief, a fireman and a sergeant of Wolseley Barracks lost their lives, and a property loss of \$150,000 was sustained.

On August 5th, at 10 a.m., 6 fitters, 4 helpers, 1 blacksmith, 7 carmen and 3 boilermakers employed by the C. P. R. went out on strike, along with those throughout the system who are members of the Confederation of Railroad Unions.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers in this district have their grain in ten days earlier than usual this year, and threshing is now in progress. A good yield is reported. Farmers state they can procure plenty of help from among arrivals from Great Britain, but that it is difficult to get experienced hands. A large exodus of young farmers and others occurred for the harvest fields of the Northwest, about 600 having left from London.

CONDITION OF PARTICULAR TRADES.

Building.—This has been the duller season experienced by the building trades for a long time, and it is common to see bricklayers and carpenters idle. Lathers and plasterers reported trade fair, but painters were slack. Plumbers were fairly busy, and stonecutters busy.

Metal, engineering and shipbuilding.—Moulders reported some improvement. Machinists were fairly well employed, but electricians and linemen were slack. Metal polishers, brass workers and stove mounters reported trade fair. Boilermakers were fairly busy on threshing engines. Sheet metal workers were slack.

Woodworking and furnishing.—Carriage and wagon makers reported trade poor. Car builders were busier and are

now working full time, 55 hours per week. Coopers were fairly busy.

Printing and allied.—Printers and pressmen, both on news and job work, were slack, and a number were laid off.

Clothing.—Journeymen tailors were very dull and garment workers reported trade not very good. Boot and shoe workers were busy.

Food and tobacco preparation.—Bakers and confectioners were busy and reported business good. Cigarmakers found business fair, with some idle.

Leather.—Tanners were fairly busy. Leather workers and saddlers were slack.

Miscellaneous.—Broom and brush makers were very slack, working about four days a week. Furriers reported trade fair.

Transport.—Train crews reported freight traffic dull. Teamsters were busy.

Unskilled labour.—Much civic work is already finished and hands are being laid off. Conditions appear very unpromising.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during August was satisfactory to skilled labour, but there was a surplus of unskilled labour. Steadiness prevailed in the building trades, while in the railway shops and traffic departments conditions showed a decided improvement. The force in the Michigan Central shops has been gradually increased. Traffic on the road has been heavier than during the previous months, additional men being also added to the operating department staff. The Pere Marquette railway continued active, both in the operating and mechanical departments. It was found necessary to put on a night staff of machinists in the Pere Marquette shops, four men being detailed to do the work, this number to be increased as emergency demands. An increase was also made in

the number of train crews running out of the city.

The Canadian Iron Foundry Company is now working full time, a decided improvement over the past few months. Thomas Bros. report the month a good average. Owing to the scarcity of elm timber and the high prices prevailing, it may become necessary for the Sutherland-Innis Company to discontinue operations in this vicinity. The firm expends annually for timber in the neighbourhood of \$25,000.00 and employs from 30 to 70 men the year round. Efforts are being made to have the work commenced on the Ross street subway, proper, this fall, so as to give employment to unskilled labour. It is estimated that the city will have on its hands 150 or 200 unskilled labourers during the winter months if this public work is not continued. Work on the First Avenue subway will undoubtedly be commenced this year.

The price of milk has advanced from 5 cents to 6 cents per quart. The reason assigned for the advance was the scarcity of pasture and the prospects of high-priced feed during the winter months.

The Wednesday half-holiday, which has been observed during July and August, has been discontinued.

It is expected that free postal delivery will be inaugurated at an early date. Citizens have been given until September 1st to have their houses properly numbered.

Three car repairers employed in the C.P.R. at this point went out on strike. Their places were filled.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been busy harvesting their crops, which are good in this locality. Wheat is an exceptionally good crop. Corn and oats also promise well. Barley and oats will, in certain districts, average from 30 to 40 bushels per acre. Peas are not an average crop. Potatoes are not a large yield, but the quality is good. Fruit is showing up well, and there promises to be a heavy crop of plums, pears and peaches.

Manufacturing.—Conditions showed a slight improvement over the preceding

month. In a number of industries the working staff has been increased and in the Canadian Iron and Foundry Company the men were again on full time. In the different railway shops the men have been busier during August than they have during any month this summer.

Railway construction.—Very few work trains have been in operation on the railways. The summer has not been an active one in the road departments of the different railways.

CONDITION OF PARTICULAR TRADES.

The building trades were active during August, skilled labourers finding steady employment. The surplus of unskilled labour was undoubtedly due to an influx of this class of labourers from the districts surrounding St. Thomas. Moulders, machinists and boilermakers were well employed.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market showed a slight improvement for the month of August, especially in the building trades. Contracts were awarded for several fine residences, but factory work has been exceedingly dull. A number of factories closed down for the entire month while others for two weeks, but all expect to resume work the 1st of September. The result was that a number of mechanics were idle the greater part of August. There have been no public improvements undertaken by the city board of works, nor is there likely to be this fall, consequently there is no demand for the labouring class. Only a few lumber boats have arrived so far and the dock workers have had very little to do.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are now through harvesting all crops except beans. The

recent heavy rains have done damage to the bean crop, but this will be fully offset by the benefit to corn and sugar beets, of which there is a very large acreage in the district. The Mount Clemens Sugar Beet Co. has alone 1,400 acres under crop.

Railroad construction.—The C. W. and L. E. Electric R.R. has its subway at the M.C.R.R. completed.

DISTRICT NOTES.

The building trades in the district show improvement. The Sydenham Glass Co. at Wallaceburg is erecting a very large addition and the I.O.O.F. at Merlin is building a \$5,000 temple to replace the one destroyed by fire a short time ago.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was fairly well employed. Owing to the high price of corn the cornmeal mills are slack at present, but in other mills and factories business is very active and the building trades show an increased activity from last month. The customs receipts for July amounted to \$57,396.47, which is a slight decrease from July of last year, but an increase over the past few months. Wholesale and retail trades have shown increased activity. The Canadian Association of Stationary Engineers held their convention here on August 11th, 12th and 13th. On the C.P.R., 12 men walked out in the general strike and are still out.

CONDITION OF PARTICULAR TRADES.

Bricklayers, carpenters, plasterers, painters, plumbers and builders' labourers had a fairly good month. Quiet conditions still prevail in the iron trades, but they were more active than last month. The woodworking and furnishing trades were fairly active. Printers and pressmen reported trade fairly good. Journeyman tailors were not very busy, but garment

workers were in demand. Bakers, butchers, ice drivers, cigar and tobacco workers were active. The leather trade was good, with all hands working. Barbers also reported all hands working. Clerks, delivery employees, hotel and laundry workers were fully employed. All branches of transportation were busy. Unskilled labour was fairly well employed.

DISTRICT NOTES.

Stoney Point.—A new canning factory is being built. The building will be built of re-inforced concrete. The capacity of the plant in the canning season will be heavy. This will mean work for many hands besides giving the growers a near market for their crops.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in August were about the same as in July. Building operations have been light during the summer and the demand for labour generally has been small, supply greatly exceeding the demand. Business was reported quiet.

The Algoma Steel Company's blast furnaces and steel mills, and the Algoma Commercial Company's veneer mill have not been operating through lack of orders. The non-operation of these plants has produced a lack of work in foundry, machine shop and allied trades, also in the operating staffs of railways and steamships conveying raw material and finished product.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Normal conditions prevailed.

Railway construction.—A short spur from Superior copper mine to the Algoma Central Railway was under construction,

about 200 men being employed. It is to be completed in September.

In the various skilled trades conditions were reported quiet.

FORT WILLIAM, PORT ARTHUR, ONT., AND DISTRICT.

Mr. R. B. Harstone, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Following the exodus of workmen to the harvest fields of the West, there has been a sharp advance in the price of unskilled labour in this vicinity. The prices paid heretofore have ranged from 17½ cents per hour to 20 cents, but from now on it is probable that from 20 to 22½ cents will prevail. Many firms engaged in business on the waterfront are finding it difficult to secure men at the new figures, which are the same as prevailed during the period of activity last year.

There is a considerably brisker demand for labour in all its branches than was noted earlier in the summer. Lake shipping has been exceedingly heavy, both in package and bulk freight. The corporations of both cities are rushing local improvements, and building is being rapidly pushed along. The double tracking of the inter-urban street railway, which will be completed by the end of August, is giving employment to many men. In Fort William scores are at work on the improvements to the waterworks system, while local improvements in Port Arthur employ many more.

Building is exceedingly active in West Fort William, where no less than 58 buildings, principally cottages and small homes for workmen, are now in course of erection.

Satisfactory progress is being made on the new breakwater for the Port Arthur harbour, the first crib having been sunk. The cement work is being rushed and a large gang of men is employed on the work.

The Grand Trunk Pacific is hurrying work on its new bridge across the Kaministiquia river at West Fort William, and

will probably complete the structure within the month. The Canadian Iron and Foundry Company has been working two shifts for the past month, and will continue to do so to the end of the season in order to complete contracts. The Port Arthur Iron Company is also running overtime, while there is marked activity in the shipyards. The I.X.L. dredging company has finished its work in Port Arthur harbour, and its fleet has gone to Toronto for the balance of the season.

The Canadian Pacific, the Canadian Northern and the Grand Trunk Pacific railways are all rushing steel from the east, and ships carrying this class of freight arrive almost daily. The Nepigon Construction Company has started work on a section of the Transcontinental railway in that vicinity, and a good deal of its material is being handled in the two cities.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Weather conditions have been excellent for the mixed crops raised in this section and the harvest promises to be large. There is a fair demand for farm hands in the vicinity and with the opening up of the country by colonization roads a considerable increase in settlement may be anticipated.

Fishing.—Judging from the results so far the fishing fleet will eclipse all records before the close of the season. Early in the year it was estimated that the catch would run in the vicinity of \$200,000, but so good is the demand and so plentiful are the white fish in Thunder Bay that it is probable that this figure will be exceeded.

Lumbering.—The Pigeon River and Vigers Shears companies are running their plants overtime, and expect to do so for some time to come. This gives employment to some 500 men, and in addition to handling the present trade both concerns and a score of tie and timber contractors are locating limits for next winters' work. A considerable quantity of pulp wood is being shipped from Port Arthur to the mills in Wisconsin and Michigan. The double tracking on the

C.P.R., and activity on other roads has made the demand for ties good, and large rafts are constantly arriving and being rushed to the points where construction is in progress.

Mining.—Marked activity is being shown in the Sturgeon Lake district. French capital has been interested. The new crushing and reduction plant at the Beaver Silver Mine is being installed and will soon be in operation.

CONDITION OF PARTICULAR TRADES.

There has been no change in the scale of prices for skilled labour. These remain at the high water mark of last season, and there is apparently plenty of work to keep local tradesmen employed.

WINNIPEG, MAN., AND DISTRICT.

Mr. J. Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

A large number of men are looking for employment in several branches of work. These, in nearly all instances are newcomers. It has been ascertained that, with few exceptions, the industries have all the labour they require, and are receiving applications for employment from new arrivals in the city. In the building trades there are quite a number of unemployed, contractors having all the men they require, and the prospects are poor for steady employment beyond the fall.

BUILDING PERMITS ISSUED DURING THE FIRST SEVEN MONTHS OF 1908 ARE AS FOLLOWS:—

Month.	Permits.	Bldgs.	Cost.
January.....	31	32	\$ 16,550
February.....	21	21	10,030
March.....	64	73	113,900
April.....	191	221	640,550
May.....	211	231	649,800
June.....	196	229	782,050
July.....	169	215	1,385,850
Total.....	883	1,022	\$3,578,750

During the corresponding months of 1907, 2542 permits for 2408 buildings valued at \$5,261,550 were issued.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Harvesting is in full progress. The first carload of this year's wheat, was delivered at Ogilvie's Winnipeg mill on the 16th of August; this is a record for early delivery. There is a plentiful supply of harvesters.

Fishing.—Lake Winnipeg Fisheries report an exceptionally good season.

Lumbering.—The mills were not running to full capacity, and a reduction in prices was reported.

Manufacturing.—Manufacturers reported a quiet month; on account of the general dullness of trade, no additions to stock have been made. It is anticipated that the fall trade will be brisker.

Railroad construction.—Construction work on the G.T.P. in the vicinity of Winnipeg has provided plenty of work for some of the unemployed, and there was a good demand among railway contractors and railway companies for men.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades in Winnipeg were not nearly so active as they were for the corresponding month of 1907, although a marked improvement in building activity has taken place during the month, and may confidently be expected to continue for the remainder of the season. The supply, however, is more than sufficient for the demands, both for skilled and unskilled labour. All branches of the building trades were fairly well employed, with the exception of the bricklayers, masons and labourers.

Metal.—Some of the foundries were fairly busy, but few were running to full capacity. In the C.N.R. repair shops, there was great activity getting available rolling stock into condition, in anticipation of the approaching heavy traffic up to the close of navigation.

Woodworking.—Fairly active conditions prevailed, but, owing to factories being overstocked, there were not as many mechanics employed as there were during August, 1907. Carriage building and repairing, also automobile work was active, but plants were not working to full capacity.

Printing.—The Typographical Union reports that trade has not been so dull for many years as at the present time, job departments only running at about half time. Usually preceeding the harvest there is a pronounced activity.

Clothing.—Dullness prevailed, the exception being in the manufacture of course garments such as overalls.

Food and tobacco preparation.—Bakers and confectioners, butchers and abattoir employees were active; cigarmakers were not more than half employed.

Leather.—Saddlers and harness makers were busy and the outlook good.

Miscellaneous.—Barbers, hotel and restaurant employees were exceptionally busy, with stage employees slack.

Transport.—Street railway employees, cabmen, automobile men, express and draymen reported plenty of work. Extra work for passenger train crews has been occasioned through the large number of excursion and campers trains during the month. A large amount of freight is being moved.

Unskilled labour.—The market was overcrowded.

DISTRICT NOTES.

A number of men and teams were employed between Lac du Bonnet and Pointe du Bois, (the site of the Winnipeg Municipal Power Plant) on the preliminary work in connection with the plant. An Electric Tramway from the two points has been constructed and two bridges built, one across the Pinnawa Channel and one a steel cantilever a thousand feet long at Pointe du Boise. It is doubtful as to the time when actual construction will commence, owing to the failure of the city to dispose of \$600,000 worth of debentures recently put on the market.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Building operations have not been as extensive as was expected from the am-

ount of permits issued early in the season. The armoury is the only building of importance going up at the present time. A number of frame buildings are being erected, giving employment to carpenters. Some bricklayers have found it necessary to go elsewhere for employment. The tax rate for Brandon this year has been set at 20 mills on the dollar. Money is tight, but trade conditions are on a more substantial basis than for some time. Liabilities are smaller and are confined to a more restricted area. Stocks are large, but are well selected to stand the strain of any rush that may come when the wheat moves. The farmers' prospects are good, and the wholesale trade considering the outlook at the present, very hopeful.

A strike of C. P. R. mechanical employees was inaugurated August 5th, 1908. The unions involved are the blacksmiths, boilermakers, carmen, electricians, machinists, moulders, pipefitters, shop specialists and helpers. There are from seventy-five to eighty men, including car repairers and locomotive shopmen; on strike in Brandon shop.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—While harvest was much earlier than last year, there was not so much general cutting until the week of August 15-20. The conditions were decidedly favourable for the reaping without damage, of an average crop so far as yield is concerned, and of a more than average quality. The average crop, on the acreage now in, means over 100,000,000 bushels.

The first new wheat to be exhibited on the grain exchange was grown at Rathwell, and is a good sample of No. 1 hard. The yield of the crop from which this wheat was taken was 18 bushels to the acre.

Manufacturing.—Firms report trade brightening, owing to excellent crop prospects.

Railroad construction.—Nearly 1,500 miles of new railroad will be available this year for the handling of the crops—the greatest increase of any single year in the history of the West. All of this new mileage will not be fully operated for

freight and passenger traffic, but in so far as it can be used for hauling out wheat it will be called into requisition.

During August the Canadian Pacific line from Asquith to Wilkie, and a portion from Saskatoon to Edmonton, also the Moosejaw extension, were opened.

The Canadian Northern line from Brandon to Regina, over 200 miles in length, will be put in operation at once; other branches of this company's line will also be opened to help in the movement of the crop.

The G. T. P. Co. is arranging for a grain-carrying service on their line from Winnipeg to Battle River, a distance of 673 miles. It is estimated that five million bushels of wheat will be taken over the line this fall.

CONDITION OF PARTICULAR TRADES.

The woodworking and furnishing trades were somewhat quiet. Printers and pressmen, journeymen tailors and garment workers were actively employed. Bakers, confectioners, butchers, meat cutters, ice drivers and cigarmakers found trade active. Men engaged in transport reported passenger traffic heavy, while freight will continue to be light till the wheat begins to move. Teamsters and expressmen were active. Among unskilled labour, all men willing to work on farms have been employed, experienced men getting from \$35 to \$40 per month with board, and inexperienced \$15 to \$25 with board.

There is still a great scarcity of farm help, and the railways are doing their utmost by cheap rates to supply the demand. On August 15th, about 200 harvesters arrived here on the C. P. R. and were employed at once by farmers, more arriving since, and at present there is a small surplus.

DISTRICT NOTES.

Portage la Prairie.—The new union depot of the Midland railway and the G. T. P. was put into commission.

Baldur.—The town has purchased a telephone plant.

Prince Albert.—Work on the Dominion penitentiary started. The government

has secured a thousand acres of land west of Prince Albert. Minerals, such as coal, copper and gold have been located in the surrounding districts of Prince Albert, and the making of chinaware is to become one of the features of the city.

REGINA, SASK., AND DISTRICT.

Mr. Hugh Peat, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was a little more active than last month, although many skilled and unskilled labourers were unemployed.

The appointment of a fair wage officer for the province has not yet been made, but three names have been submitted to the Provincial Government from the Regina Trades and Labour Council, of men qualified to fill the position.

At a recent meeting of the Regina Trades Council, a resolution was adopted praying the city council to insert a fair wage clause in all future contracts let by the city; the secretary was instructed to forward the resolution to the city clerk.

In accordance with the proclamation issued by the joint committee representing all trades in the mechanical and car departments of the C. P. R., the union men employed at the roundhouse, Regina, have quit work. They represent two boilermakers, three fitters, two fitters' helpers and five car repairers, who are registered either at Brandon or Moose Jaw divisions.

Industrial activity is at present centered on the site of the new Legislative Buildings. The excavations are almost completed and the pile driving plant is being laid down, also the plant for putting in the concrete. The contractors have promised to employ local help as far as possible on the construction work, in which case the local unemployed situation will be considerably relieved.

The bridge across the Wascana, which is 996 feet in length, with an arch and apron of eighty feet, is built of reinforced

concrete throughout. It is being built by the Parsons' Construction and Engineering Co., and is rapidly nearing completion. The work on the Broad street bridge is also well advanced, the contractors having already spent \$10,000 on it.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Present conditions are favourable, and although some damage has been reported by frost, an exceptionally good crop will be harvested this year. Harvesting has commenced in many districts.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were fairly active, with carpenters and joiners, painters and decorators quiet, and plumbers, gas and steamfitters and builders' labourers dull.

Metal.—Electrical workers and sheet metal workers were fairly active.

Printing.—The general condition of the trade was fairly active, but there was a slight falling off as compared with the previous month.

Food and tobacco preparation.—Bakers were fairly active. Cigarmakers reported conditions slightly better.

Miscellaneous.—Barbers were fairly active.

MOOSE JAW, SASK., AND DISTRICT.

Mr. John Backus, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The supply of labour, both skilled and unskilled, was greater than the demand. This condition has prevailed for several months. The local employees of the mechanical departments of the Canadian Pacific Railway went out on strike as a result of the refusal of the Federated Mechanics to accept the majority report of the Investigating Board. There is no change in the strike situation to date, although the C.P.R. company claim to

be gradually filling the vacancies caused by the men leaving their employ. There was a large quota of unemployed in the city during the week ending the 27th, caused by an overflow of eastern harvesters, who arrived here in a destitute condition. After being provided with meals by the city several hundred of the harvesters, unable to find employment, were shipped to points on the Soo line, while others were engaged by the C.P.R. and sent out on railroad construction work. The supply of harvesters in this district has been greatly in excess of the demand this year, and in consequence the wages paid were lower than for several seasons. A moderate amount of labour is engaged on building, but there are still a large number of skilled workmen unemployed.

The city has a small gang at work grading on the South Hill, but the season so far as civic improvements are concerned, has been quieter than usual.

The contract for the new collegiate building has been let to Messrs. Navin Bros., of Moose Jaw, the tender price being \$93,713. The building when completed, with heating apparatus, etc., installed, will cost in the neighbourhood of \$125,000. The work on the foundation of the building will commence immediately.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The crops in the Moose Jaw district, while they will probably average fairly well, are not as heavy as were promised earlier in the season. Summer fallows will yield well, but the stubble yields are rather poor. The oat crop, too, appears to have suffered from the hot weather during July. To the south of the town wheat is all cut and threshing will commence in a few days. Fully half the crop to the north is also in stook and about the same proportion of oats. A conservative estimate of the wheat yield for the district is given at 18 bushels to the acre. Labour was plentiful.

Railroad construction.—Work on the construction of the Moose Jaw-Lacombe branch is progressing favourably.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, lathers, plasterers, plumbers and gasfitters were more active than in July, but were still comparatively quiet.

Metal and engineering.—Steam engineers were fairly active with electrical workers and linemen quiet.

Printing.—Printers and allied tradesmen were fairly busy.

Miscellaneous.—Barbers, clerks, delivery employees and hotel employees were busy.

Unskilled labour.—The supply exceeded the demand.

LETHBRIDGE, ALTA., AND DISTRICT.

Mr. Thos. S. Harold, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market showed a decided improvement over last month. Most labour was employed on street grading, walks, railroad construction and new buildings, and there was but a small number of unemployed in the city, and these will be taken up immediately by the farmers who have now commenced threshing operations. The Woollen Mills Co. intend to re-open on September 1st. There was exceptional activity among carpenters and bricklayers. Business was more active than usual in August.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy harvesting. This year's crops in this district are the best in the history of the country.

Manufacturing.—The brewery was fairly active, the brick works very busy, and the iron works active.

Mining.—There was exceptional activity in mining. The Galt Mines, which recently worked full shift, have now put on a double shift. Other local mines were also active.

CONDITION OF PARTICULAR TRADES.

All departments in the building trades were active, more particularly the bricklayers and carpenters. Iron workers were fairly active and metal workers and horseshoers active. In the printing and allied trades there was a slight improvement over last month. Cigarmakers reported trade dull. Miscellaneous trades were active. Unskilled labour had a busy month there being very few unemployed.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, correspondent. reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was very little change in the labour market, the conditions remaining about the same as in July. There were a number of mechanics out of employment, but unskilled labour was fully employed. Civic improvement work is providing employment for large numbers of men. The contractors building the gravity water system are employing about 500 workmen, which, along with other works in the district, has given employment to all unskilled labour available. Some farmers were looking for additional men to assist in the harvest, but it is expected that the demand will be fully met by the harvesters arriving from eastern Canada. A number of mechanics are leaving the city for Fernie, B. C.; this will likely relieve the congested condition of the labour market here. J. Gunn & Sons, Winnipeg, have commenced the construction of the new gravity water system, and it is expected that it will be completed early next year. Some uneasiness has been caused by the strike of the shop employees of the Canadian Pacific Railway Company, as the grain will soon be moving; threshing being already under way in some instances. The crop is the largest in the history of the west. Work has been commenced on the extension to the municipal electric light plant. The city went into the electric light business

three years ago in opposition to a private firm. At that time it was thought that light and power was costing the citizens too much, and the city decided to establish its own electric plant, and built a plant which, at the time, was thought sufficient. Now the city finds it necessary to enlarge its plant. The city is supplying both light and power at about 30 per cent. less than the private firm charged, and at the same time making a large profit. The Calgary Natural Gas Company is drilling in the city for natural gas, and has bored to a depth of 500 feet; it will be remembered that this company sunk a well last year some 330 feet deep, thirteen miles from the city, and after going that depth, had to abandon it, leaving some of its drilling plant in it.

Transportation has fallen off somewhat during the present month. While bank clearings were not so good as last year, yet they have improved considerably during the past two months. The plumbers and steamfitters had their wages increased from 51½ to 54 cents an hour, for an eight-hour day, with Saturday afternoon off.

EDMONTON, ALTA., AND DISTRICT.

Mr. P. C. Foley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was better employed in August than in any previous month this year, though conditions did not compare favourably with the corresponding month last year. The large amount of work being done by the city, such as sewer extensions, street paving and street railway construction has furnished work for a large number of labourers. The city is building an addition to the power house, in which will be installed a gas producer plant; the addition is 43x134 feet. The new incinerator recently installed at a cost of \$50,000, is now in operation. It has a capacity of 50 tons of refuse per day.

The street railway line which is being

constructed by the city, will be extended to Strathcona, the city having purchased the charter of the Strathcona Radial Tramway Company for \$10,000, thus securing a franchise in Strathcon for 30 years. According to present plans the road will be in operation by November. Work has commenced on the new Provincial Court House, which will cost when completed \$230,000. Building permits issued in July amounted to \$368,765.00, and for the seven months ending July 31st \$2,098,575. Wholesale and retail trades were active. There were no changes in wages or hours of labour, and no strikes or lockouts.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy harvesting. Except for a slight frost in some places there is every indication of a heavy yield.

Railroad construction.—About 2,500 men are employed on the Grand Trunk Pacific grade west of Edmonton, the larger portion of these being between this city and the Pembina river. The grade as far west as the Pembina river will be completed and ready for steel laying before the frost stops grading operations.

About 30 men are engaged on the superstructure of the Clover Bar bridge, which will be completed in two months.

CONDITION OF PARTICULAR TRADES.

The building trades found conditions somewhat improved, but there were still a number unemployed. Bricklayers, masons, plumbers, lathers and plasterers were active. Carpenters and joiners were busy. Painters, decorators and paper-hangers were quiet. Stonecutters were very quiet. Electrical workers were busy. Linemen were very busy. Blacksmiths, horseshoers and sheet metal workers were active. Printers were active and journeymen tailors reported trade fair. Bakers and confectioners reported trade very active. Barbers, clerks, hotel and restaurant employees were busy. The supply of unskilled labour was more than equal to the demand.

NELSON, B.C., AND DISTRICT.

Mr. A. B. Dockstader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market throughout Kootenay district was quiet, there being a surplus of labour, while the temporary shortage of coke, owing to the destruction of Fernie by fire and the strike of a portion of the C.P.R. employees has increased the surplus of labour.

On the morning of 31st July at No. 2 Coal Mine at Coal Creek a serious bump occurred entombing about 24 men, three of whom lost their lives.

The greatest catastrophe through fire in Kootenay district occurred on 1st August, when a smouldering bush fire fanned by a fierce gale wiped the town of Fernie almost off the map, leaving only about 30 residences, the Coal Company's office, a wholesale store and the G.N.R. station, and resulting in the loss of several lives. No full list of the names of the victims has yet been furnished.

The money loss, without taking into account timber, has been estimated at various figures, and though the cities and towns throughout the west have generously endeavoured to meet the immediate wants of the Fernie sufferers, yet it is only a little towards meeting the necessities of about 4,000 homeless people, who lost all their possessions and who will soon have to face the rigorous winter to which Fernie is accustomed. The Mayor has appealed for help.

The new approaches to the coke ovens at Fernie are reported to be nearing completion, and the present temporary coke shortage, which has retarded mining and smelting since the Fernie fire, will soon be overcome.

The C.P.R., machinists, boilermakers and carmen went on strike here on 5th inst. Practically all excepting foremen went out, effecting about 150 men at Nelson, Smelter Junction, Eholt and adjacent points.

The free-gold mines on and near Sheep Creek, adjacent to Salmo, B.C., are proving satisfactory with development; about 140 men are reported employed on the various properties there, which is about double the number working this time last year. The principal working properties are the Queen Mines, Kooteney Belle, Mother-Lode, Nugget, all now paying properties, while several other prospects are under development. A rich strike of free-gold has recently been struck on the Granite-Poorman Group, about 5 miles west of Nelson. By ground sluicing during the spring the vein was uncovered and recently an incline shaft was started, striking the rich ore at a depth of only a few feet.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued in a healthy condition, with prospects of a lull when the farmers finish harvesting and wet weather interferes with outside work. Conditions on the whole this season have been fairly satisfactory, and while the avenues of employment were not so great as last year, nor the wages so high, yet few men in this district suffered from lack of employment. Carpenters, lathers, plasterers, and painters continue to be actively employed, but plumbers are rather quiet. The strike of certain employees on the Canadian Pacific Railway has not affected this district to any extent, only one man connected with the company in this city having gone out. An order has been given by the Postmaster General to have a large number of drop letter boxes installed in the city at an early date.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Harvesting was in full progress and the hay and grain crop is excellent. No trouble is being experi-

enced by the farmers in securing sufficient help at a reasonable rate.

Fishing.—Conditions on the Fraser river have improved since last month, and the result of the seasons' work will likely show a fairly good total.

Lumbering.—Conditions are improving and it is expected that the trade with the Prairie provinces this fall will be fully equal to past years.

Railroad construction.—Good progress is being made with the construction of the electric road between this city and Chilliwack, and a large number of men are being employed, although no trouble is being experienced by the contractors in securing sufficient men.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers and plasterers and painters were active; plumbers and builders' labourers were quiet. Iron moulders, machinists and engineers, electrical workers and blacksmiths were active. Car builders, (electric) and shingle weavers were busy. Printers, pressmen and bookbinders were also busy. Journeymen tailors, and boot and shoe workers were active. Bakers and confectioners, butchers and cigarmakers were active, and tanners and curriers were busy. Barbers, clerks and stenographers, and laundry workers were active. Steamboat men and street railway employees were busy. Unskilled labour was active.

VANCOUVER, B. C., AND DISTRICT.

Mr. George Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market showed no improvement over the preceding month. There were still a large number of workpeople out of employment, and the outlook was not encouraging. It was expected that the demand for men at Prince Rupert would relieve the situation, but the result was the reverse. With the en-

couraging reports of the condition of the wheat crop in the Northwest provinces came the hope of improvement in the labour market, though it is doubtful if there will be much activity in the principal industries before next spring. The situation may be relieved to some extent by the amount of railway building under way in the northwest part of the province. Two other unfavourable features may be mentioned, viz., the strike of the Canadian Pacific Railway Company's employees and the anticipated arrival of a large number of harvesters seeking employment from the prairie provinces.

The large passenger steamer "Cowichan" made her first trip to Prince Rupert during the month. It is reported that the Canadian Pacific Railway Company is considering the advisability of equipping her with wireless telegraphic apparatus. The steamer "Thyra" arrived with 5,000 tons of sugar for the British Columbia Sugar Refining Company, from Java.

Work on the construction of the proposed acid plant, to cost about \$250,000, owned by the Nicholas Chemical Company, Limited, has been commenced. It is located on the south shore of Burrard Inlet. Its products will be nitric and sulphuric acid, to be supplied to the western Canadian trade, as well as to the powder mill of the Western Explosive Company, Limited, now being built on the west shore of Bowen Island.

The Trades and Labour Council have appointed a special committee to enquire into the matter of the equipment of trains at Vancouver.

Messrs. Barr & Anderson, of this city, received the government contract for the installing of the new heating plant in the court house, to cost about \$21,000.

P. Larson will erect a hotel on the Capilano river, North Vancouver, costing \$30,000.

Bank clearings for the week ending August 21 were considerably below those for the corresponding period in 1907. For this week the clearings amounted to \$3,889,079, as compared with \$4,178,795 for the corresponding week in the preceding year. For the same week in 1906 the clearings totalled \$2,657,470.

Wholesale dealers reported business good, with practically no changes in prices. The city market was very active, and eggs were selling at 40c. a dozen, and butter at 30c. to 35c. a lb.

On the 21st Mr. M. J. Henry, nurseryman, shipped 2,800 bulbs and plants to Dawson and Northern British Columbia. He reported a good demand from the interior for fruit trees and plants of all kinds. A fish curing industry is about to be established at North Vancouver by A. J. Henderson, C. E., of Lowestoff, England.

The real estate market is very quiet; some outside acreage was changing hands, and a few deals in timber limit lands were reported. The provincial government has rescinded the order-in-council of the 18th of March, which raised the embargo on second-class and inferior logs cut before that date, and allowed them to be exported to the United States; therefore, the export of logs is stopped. Logs are almost as plentiful now as at this time last year. In July more than 44,500,000 feet of logs were scaled as against 47,000,000 during the corresponding month last year. A large proportion of the logs scaled in July were cut during recent months. The logging camps, although fewer in number and with smaller gangs of men, are turning out a larger proportionate production than they did a year ago.

The by-laws for the appropriation of \$185,000 for school purposes, \$400,000 for waterworks, and \$18,000 for fire protection, were finally passed by the city council, and the debentures will be immediately issued.

DISTRICT NOTES.

Jedway, Queen Charlotte Islands.—The government land surveyor reports plenty of first-class agricultural land on Graham Island, very much more than was expected, and the provincial government will shortly issue an extensive report dealing with these islands. The Queen Charlotte Whaling Company will locate a station at Rose Harbour. Mining operations were very active and a large number of prospectors were busy. Jedway city

the chief business centre; business was good.

Fraser Valley.—Harvesters in the Fraser Valley and district receive \$1.75 day and board, for 10 hours' work.

Prince Rupert.—Rates of wages were as follows: Muckers and graders, \$2.50 to \$2.75 for 9 hours; rockmen, \$2.75 to \$3.00 for 9 hours. The men pay \$1.50 per capita for doctor's fees.

VICTORIA, B. C., AND DISTRICT:

Mr. W. E. Ditchburn, correspondent, reported as follows;

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market showed little improvement over July, the chief difference being that an increased number of unskilled labourers have found employment laying the new water mains and putting down concrete pavement. The bulk of the unemployed is found in the building trades, for although the amount of building permits issued during the month, was larger than last, the most of the buildings being erected are small frame residences, and not many men are employed on them. About the only exception is the rebuilding of the works of the Victoria Machinery Depot, lately destroyed by fire. This firm is erecting a large establishment of brick and cement, at a cost of \$25,000. Architects say that the coming fall will be very brisk.

The bank clearings in Victoria for the month of July were \$4,940,841, compared with \$5,208,912 in the same month last year, and \$3,849,657 in July, 1906.

The following is the number of immigrants landing at the port of Victoria during the past four months:—

April, 622; May, 412; June, 531; July, 372: Total 1,937.

The number of Chinese and Japanese immigrants landed at Victoria during the past four months is as follows:—

	Japanese.	Chinese.	Total.
April.....	144	93	237
May.....	98	110	208
June.....	49	126	175
July.....	39	127	166
	330	456	786
Europeans.....			1,151
Oriental.....			786
Grand Total.....			1,937

	No. of Vessels inspected.	No. of passengers landing at Victoria.
April	81	5,682
May.....	99	22,337
June.....	104	18,607
July.....	94	31,045

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Eight traps in all, have been in operation during the present season, but only one cannery at Victoria has been packing. The pack of salmon of all kinds will exceed expectations; it is estimated that the total number of cases put up will reach 20,000.

Whaling.—The whaling industry is proving very successful this year, and the records of the stations on the west coast of Vancouver Island are far in excess of those on the eastern coast. In all, 234 whales have been taken at the Kyuquot station during the season. The catch of one week during this month was 26, which breaks all past records, the greatest number taken in a week heretofore being 22.

Lumbering.—While all the lumber mills on Vancouver Island have been doing a fair business during the past season, it is now reported that they will be run to their utmost capacity. The reason for the renewed activity is attributed to a decrease in price, and the prospect of good crops in the Northwest.

Shipbuilding.—Only some small repair work is going on at the different yards.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons have found pretty steady employment, but carpenters and joiners have been idle a good deal. This is on account of the number of newcomers that have arrived in the city during the past year. Lathers and plasterers found work plentiful. Painters find that there is not enough work to go around at present. Plumbers say their trade is about normal. Practically all the stonecutters were employed, and building labourers found a fair amount of employment.

Metal, engineering and shipbuilding.—Moulders were well employed, as were machinists, electrical workers and linemen. Other branches were not as brisk as during the past three months.

Woodworking and furnishing.—Normal conditions prevailed with woodworkers, upholsterers, varnishers and polishers, but carriage and wagon makers and pattern makers were well employed.

Printing and allied.—Business was good; there are no idle printers in the city.

Clothing.—Tailors report trade not as brisk as might be desired, but explain that the summer months are not generally busy.

Tobacco preparation.—Cigarmakers have had to lay off men during the month, but this was only of short duration.

Miscellaneous.—With the exception of broom makers and furriers, all found trade exceptionally good, owing to the large number of visitors to the city.

Unskilled.—While a large number of labourers were employed, there are still many unable to obtain steady employment.

NANAIMO, B. C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has shown little change from last month, and the supply

of labour is still in excess of the demand. Business in the wholesale and retail trade has not shown much change, and which is not exactly dull, is not as good as usual at this time of year. There have been no changes in wages or hours of labour.

The extension to the municipal water works is being pushed, and the force of men is being steadily increased. Local men are given preference.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Harvesting is over.

Fishing.—There was little activity among local fishermen. The whale fishing stations on the west coast of the Island have been very successful in the catches.

Lumbering.—There was little activity among the sawmills, the local mill is working steadily. In the woods there are not many logging camps working and those that are, are not doing much.

Mining.—Conditions are quiet among the quartz mines of the district. The coal mines in this city and district are not doing as well as last month, but change for the better is expected in the near future.

Railroad construction.—Construction work on the extension of the E. & N. R. is going on steadily, but not to a great extent as yet.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons reported work as active. Carpenters and joiners have had a very good month on new building. Painters reported work as quiet for the time of year. Plumbers were quiet and blacksmiths and carriage makers active. Printers have been fairly active and teamsters and expressmen were quiet. While there has been a little more work for unskilled labourers during the month, there are still a lot of idle men about.

REPORT ON THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907, BY DR. VICTOR S. CLARK, OF WASHINGTON, D. C.

URING the spring of the present year, Dr. Victor S. Clark, of Washington, D.C., the noted American education and labour expert, visited Canada for the purpose of making an investigation into the operation of the Industrial Disputes Investigation Act, 1907.

Dr. Clark, who is in his 41st year, is one of the leading authorities in the United States on labour and sociological questions. A graduate of the University of Minnesota, he was later fellow in Chicago and Columbia Universities, and a student at Göttingen and Berne. He subsequently served as superintendent of public instruction and president of the Insular Board of Education of Puerto Rico, under the military government formed by the United States after the war with Spain. He then Dr. Clark has acted as a special commissioner of the United States government to investigate questions relating to labour and social problems in various countries, including Cuba, Hawaii, the Philippine Islands, New Zealand and Australia. Dr. Clark is at present in charge of the work of compiling a history of American manufactures to form a part of the general economic history of the United States, now being prepared by the Department of Economics and Sociology of the Carnegie Institution of Washington, D.C. He is also employed from time to time as a special investigator of the Department of Commerce and Labour of the United States. As an author he is, perhaps, best known for the works which he has published giving the results of his social investigations. Among these are his "Labour Conditions in Cuba" published in 1902; his "Labour Conditions in Hawaii," published in 1903; and his "Labour Movement in Australasia" published in 1903. He is also known to the world of scholars and educators by his "Studies in Latin of the Middle Ages and the Renaissance," and his "Teachers' Manual" published in 1900.

Dr. Clark visited Canada for the express purpose of obtaining an unbiased opinion of the merits of the Industrial Disputes Investigation Act, and of placing the results of his investigation before the people of the United States. In this connection he first visited Ottawa, where he obtained at the Department of Labour full information with regard to the administration of the act, with access to the records of its operation. He then proceeded to Montreal and the Maritime provinces in order to study the operation of the act in the proceedings of Boards which were at the time holding sessions in the localities mentioned. Subsequently Dr. Clark visited most of the leading centres of Canada, studying the results of decisions under the act. Every province was visited in this way and discussions of the measure held both with employers and employees.

The results of Dr. Clark's investigation have recently appeared in the form of an extended article published in the May issue of the Bi-monthly Bulletin of the United States Bureau of Labour. The report is given the honour of first place in the bulletin, and occupies in all, over 80 pages of concise, well-written matter. After discussing the theory of the act, its influence on conditions of employment and industry is dealt with. The administration and interpretation of the act, its operation in particular cases, and the attitude of employers, employees and the public towards the act are then reviewed in detail. In conclusion, the value of the act as suggesting the possibility of enacting a similar measure in the United States, is discussed. Following this the full text of the act is given with comments, clause by clause, by Dr. Clark. In an appendix, a tabular statement showing proceedings under the act from March 22, 1907, to January 15, 1908, is printed.

The following is the full text of Dr. Clark's general report on the act up to the

review of the several clauses and the tabular statement mentioned:—

Dr. Clark's Report—Introduction.

The Industrial Disputes Investigation Act of Canada became a law March 22, 1907, following several prior acts—the last a consolidation, made only a year before, of previous statutes—for the voluntary conciliation, investigation and arbitration of labour difficulties. The immediate occasion of the new law was a strike of great local interest and public importance in the coal mines of southern Alberta, which the previous autumn had threatened to leave the Prairie provinces without a winter's supply of fuel. Consequently the dominant motive of the act was to prevent strikes that seriously and directly affect the general welfare. The method of the law in such disputes is to prohibit a cessation of industry, under adequate penalties, until the public is officially informed of the grounds of the controversy.

The act differs from the compulsory arbitration laws of Australasia in that strikes and lockouts are not prohibited after an investigation of their causes has been made. The power of well-informed public opinion is then relied upon to prevent or shorten such disturbances. Another important difference is that the provisions of the Canadian law extend only to public utilities—such as steam and electric railways, power and lighting plants, and similar industries—and to mines. Coal mines may perhaps be considered as public utilities, but the extension to metal mines is a departure from the leading theory of the law.

Therefore the act is the logical first step toward government intervention in labour disputes, if a policy of intervention is to be adopted. It recognizes the right of the public to continuous service in industries established primarily for the general convenience, like its right to continuous military and police protection, and at the same time it preserves the right of workmen and employers to terminate their contracts. It is not, like the compulsory laws of Australasian countries, an attempt to regulate in detail the administration of private business or to control the organization of labour. Yet in requiring

a public investigation of certain disputes before permitting a strike, the law goes beyond previous legislation, which became effective only at the option of the parties, and therefore did not constitute true intervention.

The law provides for boards of conciliation and investigation, appointed for each dispute. Each board consists of three members, one selected by the workers, another by the employers, and the third by these two members, or, when they disagree, by the government.

The Law as an Aid to Strike Prevention

As the law is intended to prevent, not to prohibit, strikes and lockouts, and applies to only a limited number of industries, strikes have not ceased entirely in Canada, and occur occasionally even in the industries subject to the act. Four strikes—two in coal mines, one upon railway, and one among dock labourers—were begun so soon after the act went into force that the workers could fairly plead ignorance of its provisions. In all these cases they resumed work after the law was explained. One lockout in western coal mine occurred under similar circumstances. The Montreal longshoremen went on a strike in disregard of the act, and the coal miners at Springhill struck after an award had been given. No strikers have been convicted under the penal provisions of the law; but two union officers have been fined for inciting strikes, and one employer has been fined for instituting a lockout.

From March 22, 1907, when the act went into effect, to January 15, 1908, thirty disputes became subject to investigation, though some were settled before a board was appointed or held hearings. One board has been applied for and rendered its decision since the latter date. Five strikes, begun in ignorance of the law, and one lockout were ended pending or after investigation though not in all cases directly by a board. Out of the remaining twenty-five disputes but two resulted in a strike.⁽¹⁾

(1). This includes a three day's strike in British Columbia, at the conclusion of a mine award, not mentioned in the official return. After ceasing work three days the men accepted the board's decision. (See appendix, p. 731.)

Friends of the act claim further that some disputes that otherwise might have resulted in a strike have been settled without a board, because the parties did not want a public investigation.

It seems, therefore, a fair conclusion that the act has prevented strikes, some of which might have been serious. Opinion differs as to what disputes would have so resulted without the good offices of the boards, and there is no way of deciding this point. An international officer of a railway union, opposed to the law, writes: "There is not one single instance during the past thirty-five years, in this country, much less since the enactment of the Railway Labour Disputes Act, 1903 (which provided for voluntary conciliation), wherein the public has been inconvenienced to any appreciable extent, on account of disputes between railway companies and their employees, that would justify the application of the Industrial Disputes Act, 1907, to them." Nevertheless, in the case of the Canadian Pacific Railway telegraphers, last summer, a very serious strike was threatened so that the prospective interference with traffic was a matter of much public concern. In the spring of 1908 a troublesome coal mine dispute in Nova Scotia, involving nearly seven thousand men which many believed would result in a disastrous strike, was settled amicably. In both these cases a settlement might have been secured had no law been in force. But taking the twenty-six disputes that occurred after the provisions of the act were generally known—and this includes the Montreal dockers' strike—the law of averages leads to the belief that more strikes would have followed had they been left to the usual methods of settlement.

Influence of the Act on Conditions of Employment.

Some things are worse than strikes, and if it were certain that the act had affected adversely conditions of employment for the 25,000 men said to be working under board agreements or had prevented normal improvement in those conditions, then, in spite of the strikes prevented, it might be well to repeal the law. At the

outset it should be noted that the Canadian act was put in force just before an industrial depression, on the verge of a period of unemployment and falling wages. Therefore in its natal year it was put to a severer test than have been the Australasian laws in the twelve years of their operation. In some cases wages have been lowered, and in others expected increases have been denied. But most of the agreements made under the auspices of the boards have either increased wages or shortened hours of work, and some of them have done both. Such results go further by implication than appears on the surface and show a flexible treatment of wage relations that has not been possible where compulsory arbitration is in force.

Relatively, less success has attended the mediation of the boards in mining disputes than in railway negotiations. Possibly the adjustment of piecework rates and the regulation of other conditions peculiar to mines is more difficult for outside authorities than is the adjustment of salaries and wages on railways. Some board decisions have been entirely disregarded by mining companies without bringing on a strike. In more instances the decision of the board has been used as a basis for a settlement by direct negotiation between employers and employees. Indeed, settlements by parties not involved in the original dispute have sometimes been based on board decisions in neighboring mines. In comparatively few cases has a board's decision been accepted without modification by the parties interested. Instead of indicating a weakness of the act, however, this apparent laxness may be a source of strength for in most such cases it is fair to assume that the board's decision was in some respect defective, as might be expected unless it were made by experts. To enforce such a decision by law would burden both employees and the industry itself with uneconomic regulations.

But the negative result in case of mining disputes is more apparent than real. The recommendations of the boards have favoured the demands of the men in most instances, and where the final settlement did not coincide with the recommenda-

tion, the latter has usually influenced the terms conceded. Merely by preventing strikes the act has in a sense bettered the condition of mine workers. More decisive have been the cases where an agreement directly improving conditions of employment has been secured through a board. A district president of the United Mine Workers writes: "This result (the satisfactory settlement of three coal-mine disputes) is due to the boards of conciliation and investigation appointed under the Industrial Disputes Act of 1907. Agreements were signed by the respective parties * * *. These agreements give the workmen improved conditions of employment and increases of wages varying from 5 to 17½ per cent. I am convinced that the operation of the act, coupled with the tact of the chairman of the board, averted a serious strike." These agreements were made just after the financial panic of 1907. The most important case in numbers affected that has been heard under the law was the application of coal miners of Cape Breton—some 7,000 in all—for an increase of wages in the spring of 1908. The representative of the miners upon the board thus comments on its decision: "The award amounts to a substantial victory for the men, and this, too, in the face of a demoralized coal trade in the Eastern States and the consequent weakness of the coal trade in Montreal, where during the past two months efforts have been made by American coal interests to place orders in competition with coal from Cape Breton. The award adds about \$70,000 to the wages to be paid this year. The amount is based upon last year's business, and will be mostly distributed among the classes of lowest paid labour, who were in the greatest need of an increase." In this case the miners presented the board with a vote of thanks at the conclusion of the settlement.

The disposition of the boards to favour the workers wherever possible is thus described by a large mining employer in British Columbia: "From the beginning (of the board proceedings) it was apparent that if a question involved a close decision, and there was approximately an

equal amount in favour of each side, the company would stand absolutely no chance. Our own arbitrator put the case very frankly in telling me that the best we could expect was a recommendation in favour of the wages we had been compelled to concede the union in May, which were exceptionally high. He intimated that there was no chance of an arbitration board's recommending a reduction in wages we had ourselves conceded, regardless of whether or not conditions had changed. Had not the Butte branch of the Western Federation accepted the 50 cents a day reduction provided for in their contract, had not the Rossland and Trail branches voluntarily returned to their old wages, and had not the Boundary mines completely closed down, the arbitration board would unquestionably have recommended the continuance of the present abnormally high wage scale. The facts of the decline in metals, the financial depression, and that a big majority of the mines could not make a dollar at those wages, would not have influenced their decision." This is an instance where a temporary reduction of wages, based on a sliding scale adjusted to the price of metals, was recommended, and the decision of the board was undoubtedly due to the precedent given by reductions voluntarily accepted by miners at other places.

In railway disputes most board recommendations have granted to the workers an increase of wages or other substantial advantages. The number of employees receiving higher wages through such decisions is 3,650. Shorter hours, without an increase of wages, were granted 1,215 carmen. Upon another system 800 carmen, who presented their case in the midst of the season of unemployment following the financial crisis, failed to obtain better wages or shorter hours, though they prevented reductions and secured some improvement in general conditions. A jurisdictional dispute between the engineers and firemen upon the Canadian Northern system was settled without a strike. Clearly, therefore, the board decisions in railway disputes have improved the condition of workers. Whether still better conditions might have been ob-

tained by private negotiations is a matter of argument that an outsider can not pretend to decide. But four of the boards were applied for by employees, who made affidavit that a strike was threatened; and a possible improvement of conditions through a strike must be discounted by the cost of the strike to all parties concerned, including the general public.

Outside of mines and railways the act has been applied as yet in too few cases to justify conclusions as to its effect on conditions of employment in other industries.

In making their recommendations boards have much more leeway than does an arbitration court. In the first place, one agreement is not necessarily a precedent for its successors. It has not the same force as a court award and therefore each party is less insistent upon establishing in it immutable principles to govern the future relations of employers and employees in the industry. For instance, the unions in Canada have not insisted in all cases upon a standard wage. They have allowed that under certain circumstances a company should be required to pay what it was able, and that where two companies were operating under conditions so different that the profits of one were larger than the profits of the other the wages paid for the same service by one might be higher than those paid by the other. Moreover they have acceded to a flexible adjustment of wages in neighboring towns or districts, based on the supply of labour as well as the cost of living. Expenses are lower at Stratford than at near-by Toronto, but railway machinists are allowed a higher wage at the former place, because the attractions of the larger city make men prefer to work there. The closed shop has not been urged as it has been in New Zealand and Australia, because the unions assume no responsibility under the act, and therefore have no claim in equity from those administering it. So long as employers do not discriminate against union men after a settlement has been made, this issue may lie dormant. But it threatens trouble even under the present law, if unionists are victims of reprisals for conducting cases before the boards. Finally, the boards have been able to avoid taking up mat-

ters that relate to the administration of a business rather than to conditions of employment. They have secured the consent of unions to waiving a claim that promotions in a certain occupation should be exclusively by seniority. In a word, the boards have been able to keep down to fundamental issues and to make the coat fit the individual wearer, so to speak, much better than have the arbitration courts of Australasia.

This is in many ways an advantage. When well established as a rule of action, it lessens the number of complaints brought up for official cognizance. By confining attention to material issues, minor causes of irritation between employers and employees—often more difficult to remove than more important differences—are partly avoided. This clarifies the situation for the public. Wages and hours of work, and sanitary conditions of employment, are things that every man can understand, upon which he can form an intelligent opinion, and in which he is likely to take a real interest. The moral support of the public for the right side in a labour dispute is more assured when issues are not too complicated. Nevertheless the fact can not be overlooked that minor grievances are behind some of the bitterest animosities between employers and workmen. There are times when they have to be considered, and it is well that the law is flexible enough to permit of this being done.

How far the act has affected the condition of workers, by rendering their everyday intercourse with employers more amicable or the reverse, must be left to individual opinion. Many workingmen say that a better feeling prevails now than formerly. Some labour leaders assert that petty grievances are accumulating, and that less true friendliness prevails than before the act went into force. Probably conditions vary in different cases in this respect. But the material condition of the workers subject to the act, as indicated by wages and hours of labour, has clearly improved during its operation.

Influence of the Act Upon Industry.

The act has been in force but little over a year, and therefore its influence upon

industry is as yet difficult to determine. Nor will this influence ever be susceptible of statistical statement. The saving to industry by the prevention of a single railway or coal strike might reach millions of dollars in Canada, and possibly almost as much in the United States—so closely is the business welfare of the two countries related. Ardent supporters of the law can figure up several millions saved by the act the past year, through the avoidance of two threatened railway strikes—and, if we can be sure the strikes would have occurred without the act, the estimate is well grounded. But, as we can not know what might have happened under those circumstances, speculations of this sort are more alluring than valuable.

But another aspect of the influence of the law upon industry is better worth study. Have agreements made under the law hampered the administration of business, unduly increased costs either for the producer or the consumer, or thrown new burdens on any section of the people for the benefit of another section? These questions are very important in case of compulsory arbitration. They are chiefly interesting for their absence in connection with the Canadian law. That they are almost entirely absent is possibly the most important single thing that can be said about that law. It will be a great gain if Canada succeeds permanently in regulating conditions of employment sufficiently to prevent serious strikes, without interfering with processes of production and exchange so as to disarrange the functions of the business organism. As the act stands at present, this end is attained by limiting the application of the law to a few industries, and by limiting its application within the industry to a few essential matters. The latter limitation comes from the policy of administration more than from statutory provisions. Settlements, instead of being public orders are private contracts made under public auspices. Consequently the good judgment of all parties is fully consulted, and the boards can not radically interfere with business conditions. So far the act seems not to have affected industry otherwise than by securing greater continuity of operation. No employer com-

plained that the law hampered his business; and it is not reported to have influenced prices.

Administration and Interpretation of the Act.

Administration covers two matters, general administration by the minister of labour and procedure by the boards. The two important functions of general administration are to decide what disputes shall be investigated—that is, the extensive jurisdiction of the act—and to select members of boards where the disputants fail to do so or to agree upon a chairman. As subsequent procedure and the success of an investigation depend on the personnel of each board, the latter is the most important single act of administration. The appointments made by the government have in some cases been criticized, not on the ground of the bias of the whole board, but in regard to the propriety of some single member's serving. The main objection has been to the appointment of general officers of labour organizations as representatives by the workers. These appointments have been accepted by the government—and are considered expedient by some well-informed employers—on the ground that these men are often experienced negotiators, who can make a settlement that will carry weight with the workers better than any other person. Attorneys for labour organizations and for employing corporations have served as board members for their respective clients, usually with success. All such appointments are thought improper by those who regard the boards as judicial tribunals. But it has not been the policy of the government or the wish of the disputants, as indicated by their appointees, to secure an absolutely nonpartisan board, but rather a board familiar with conditions and having the confidence of the parties represented. However, if two members of a board are nothing more than partisans of their respective sides, they morally simply fill a place at the table, for their presence contributes little or nothing to the settlement of the dispute. In practice the chairman is forced in such cases to negotiate for mutual concessions, over their heads, with

the principals whom they represent. Therefore for either side to select a mere tool as its representative is really to weaken its case, for it thus deprives itself of a sympathetic arbitrator to secure an advocate, who is usually unauthorized to make the concessions that go with every settlement, and whose final report on the investigation, if no settlement is made, is discounted by his presumed partiality. The chairmen of the boards, whether agreed upon by the other two members or selected by the government, have in nearly every case been above suspicion as to bias, and in all cases men of integrity. When any bias is suspected a board is nearly sure to result in failure. The system of having temporary boards instead of a permanent board or court, as in New Zealand and Australia, possesses the great advantage that unsuitable men are dropped after one experience, but has the weakness that entirely unfitted men may be selected or appointed in any new dispute. The tendency is to select the same board members repeatedly, so that several boards have been identical in different disputes, and one chairman—a professor of economics—has served acceptably on eleven of the twenty-eight boards that have been established.

The procedure adopted by the boards depends on their interpretation of the act. Two opposite lines of interpretation have developed, one looking toward compulsory arbitration and emphasizing the police features of the law, and the other putting a purely conciliatory construction on that measure. Boards adopting the first interpretation have laid more stress upon a judicial inquisition into the causes of a dispute than upon bringing the parties to an amicable settlement. They have relied upon public opinion and penalties to force the parties into an agreement. This method has failed, and if generally adopted would logically lead to increasing the powers of the boards—in order to get some results—and ultimately to compulsory arbitration. Fortunately most boards have recognized that the spirit and intent of the law is conciliation, and that this can best be secured by informal procedure, leaving penalty features of the law in the back-

ground, and depending on mutual understanding and good will even more than upon public opinion for a settlement.

Ultimately procedure usually depends upon the chairman of the board. Some of the least successful chairmen have been judges, though judges and lawyers are in other cases the first to grasp the distinction between conciliatory and judicial proceedings. A judge who organizes a board after the fashion of a court, sets it up on a dais, takes testimony according to legal rules of evidence, enforces legal technicalities, and checks up his witnesses by stenographic proceedings—so far as Canadian experience goes—leaves the parties at the end of their negotiations farther apart than at the beginning, and crystallizes tentative issues into insolvable difficulties. The most successful chairmen have been those who conducted their proceedings in the most informal manner, the members of the board and the representatives presenting the case for the two sides sitting around a table, interviewing witnesses rather than examining them, and talking each other into an agreement. The most important disputes considered under the act have been settled without a stenographic report of the meetings and without taking formal testimony.

Success, then, depends almost entirely upon procedure. An experienced board chairman in Canada said: "The most important work is often done outside of the regular sessions of the board. We talk to the different parties individually, and get to a mutual understanding that way. We never allow the disputants to leave important matters to the board. We insist that they themselves shall agree on main points. Interpretation can be left to the board, which can be reconvened to clear up points previously considered and settled, but under such circumstances a board should not take up new points. Boards ought not to admit matters of administration purely. It is well to have a preliminary discussion before bringing the parties together, and after the hearing we usually wind up the proceedings without bringing them together again for that purpose. During adjournments the chairman may find it of

advantage to alter the form of the proposals submitted by the opposing parties without modifying their substance. We find that it is better to let each man talk himself out with as little interruption as possible, for he is more ready to consider proposals after he has aired his grievances and finished stating his own case. Where differences arise as to questions of fact, little or nothing is gained by swearing witnesses. It then becomes a contest between the two parties each to prove itself right, and neither will modify its statements. But discrepancies in informal testimony can generally be traced to a misunderstanding, and when that is made clear the parties agree."

An eminent lawyer, formerly a justice of the Dominion supreme court, who has served on several boards and who is personally familiar with legal procedure in both the United States and England, said: "The great difficulty you would have in operating such a law in the United States is the tendency of your legislators, courts, and lawyers to sacrifice everything to formality. I fear this spirit would affect even nonlegal tribunals like our conciliation boards. You would allow objections to evidence and such technical frivolities to defeat substantial justice. Your big labour leaders understand the matter much better, and I can see the force of their objection to statutory arbitration in the States. Formalities, differences as to admitting evidence, etc.—often in matters of detail and on minor points involving no general principle—breed a lot of ill-feeling and prevent conciliation."

Therefore the government in appointing boards, and the most successful boards in conducting proceedings, have interpreted the act as a statute for conciliation by informal methods, looking toward a voluntary agreement between the parties as its object.

Operation of the Law in Particular Cases.

Opportunity was afforded the writer of attending conciliation proceedings before two boards. In one case the proceedings involved the claims of an international railway union against the Grand Trunk Railway for advances in wages, overtime, and minor changes in conditions of em-

ployment. The session occupied one day and was entirely informal. The more important issues, especially those relating to wages, were last considered. After five hours' discussion only two matters remained, including the wage question, that had not been compromised. Thereupon the board rose, and the members laboured individually with the parties on the two sides, who had retired to different rooms on the rising of the board, finally inducing them to accept an agreement relating to the points that remained in dispute. The more important railway settlements have not been concluded so easily; but the procedure has been practically the same. In these railway cases the representatives of the two sides have usually been men of influence, commanding the confidence of the parties who selected them, but independent enough to propose and urge compromises upon their own people.

The second board hearing attended was at Glace Bay, Cape Breton, and involved a settlement of labour conditions among 7,000 coal miners. The proceedings lasted over a week and were attended by many miners. One day was taken by the board to visit certain of the principal mines, agreed upon by the disputants, under the guidance of representatives of both sides. The case for the mining companies was presented by the general manager and the mine superintendents and that for the men by a committee headed by the general secretary of the Provincial Workers' Association, the strongest single labour organization in eastern Canada, if not in the Dominion. Several days were employed in hearing testimony, all of which was informal. The spirit of the inquiry was to get at the facts, not to disprove or prove any man's statements. Both parties learned things relating to the conditions in the mines that they did not know before. A settlement, said to be satisfactory to both parties, and expected to remain in force for a considerable period, was finally agreed upon. So far as appeared to an outside observer, the effect of the proceedings was to promote good feeling between the parties as well as to bring them to a business understanding.

Failure in regard to a negotiation is relative; for though a settlement may not have been reached, and a strike may even occur after a board has reported, that report may afford a basis for a future settlement. Two of the most notable failures in this relative sense are the Montreal harbour strike and the Springhill coal dispute. The board in the Montreal case was instituted after a strike was actually under way. The longshoremen have worked for a number of years under an agreement which could be terminated at a certain date each year by either party. Differences arose early in 1907, when the men demanded increased pay for the new season. As Montreal is a closed port during the winter, stevedoring is a seasonal occupation. The Shipping Federation declined to consider the proposals of the men, and without formal action by the union the latter ceased work. What is sometimes called a "runaway" strike occurred, for which the union disclaims responsibility. The employers petitioned for a board under the new law, and this was granted; but before members were appointed the Shipping Federation, which was getting the upper hand of the strike, withdrew its application. Later the union, seeing that it was losing ground, asked for a board, and this request was granted. Employers criticize this action of the government, saying that they had won their battle with the men, and the board afforded the latter an opportunity to fight over the same issue with new procedure. The new board, of which the Archbishop of Montreal was chairman, gave a decision which the men refused to accept, but which was substantially put in force by the Shipping Federation. This decision gave the men an increase of wages about as great as they had asked for in the beginning—and higher than had been voluntarily conceded by employers before the board reported. In a word, a strike in fact—whether technically a strike or not—was begun without appealing to the act; the men went to work, after some concessions by the employers, without the union's declaring the strike off and before a board was appointed; and after a board decision was obtained it was put into

effect by employers without being accepted by the union. Apparently the existence of the act had no influence upon the men in regard to striking, and the employers claim that it had no influence in making the men return to work. But the board did afford a means of making public conditions of employment on the wharves, and proposed a settlement which is, in its main features, in actual operation.

The Springhill coal dispute occurred in a group of coal mines at Springhill, N.S. These mines have been worked many years and constitute the only important industry in a thriving town of some 6,000 people. Most of the miners are Canadians or British, and are home owners and intelligent men. They belong to the Provincial Workers' Association, a strong local organization not associated with other labour unions. Many strikes have occurred in these mines, though none has been attended with lawlessness. About the time the act of 1907 went into effect the men struck to enforce the closed shop, being under the impression that the new law did not apply to Nova Scotia; but they soon returned to work and were not prosecuted for violating the act.

Soon new difficulties arose in connection with payment for pillar work and other mining operations. The company applied for a board. Unfortunately the chairman, a justice of the provincial supreme court, organized the board as he might a court, enforced rather strict legal procedure, and made the men think that they were at the mercy of legal technicalities and would be denied substantial justice because they were not lawyers. Consequently they only awaited the decision of the board, which was in their favour as to minor points but against them on the main issue, to strike. The strike lasted three months, when the men returned to work on the company's terms. Meanwhile new differences arose, and while the strike was on two new boards held hearings, one of which reviewed a point decided by the previous board. The company for this reason refused to take part in the proceedings. The technical objection was also raised that the board had no authority, as the

men who applied for it were on a strike, and therefore not employees of the company. Local politics were involved with the constitution and procedure of the later boards. A fourth board has recently been applied for by men working for the same employers. So far as any real settlement of the labour difficulties at Springhill is concerned, the act has been inoperative. The appointment of a number of boards in quick succession deprived the recommendations of any one board of moral weight. It did not appear that the board decisions had any influence on public opinion. Few people knew what these decisions had been.

Against the two failures or partial failures must be placed the far larger number of successes, where settlements—though not in every case quite satisfactory to all parties—have been accepted. It should be remembered, too, that the law has been in operation only a year; that it has been worked, in many cases, by men inexperienced in arbitrating industrial disputes, and that neither employers nor unions have fully understood the law or their rights and responsibilities under it. Unless very bitter controversies between capital and labour arise the coming year, more difficult to settle than those of the immediate past, it is probable that the act will have relatively greater success in the future.

Employers and employees both show a disposition to appeal to the act, though three-fourths of the applications are from workmen. There is little evidence that the law has, like those of New Zealand and Australia, fostered disputes by making litigation easy. In 1907 the number of disputes in transportation industries was 14, or the same number as the previous year, when no law was in force; difficulties involving longshoremen increased from 1 to 3, but they have averaged about 3 a year since 1900; mining disputes numbered 14, as compared with 13 the preceding year. As the findings of the board will not be accepted by either party if it considers them unreasonable, the issues brought up for settlement are usually fair subjects of controversy.

The most valuable feature of the act is that it establishes a regular form of pro-

cedure for bringing the parties together before a strike or lockout is declared. Cases are very rare where either party wishes to resort to these extreme measures before conciliatory negotiations, but lack of initiative or mutual distrust often prevents the latter from being undertaken unless they are made necessary and official. The punitive features of the act—for punishing men or employers engaging in strikes and lockouts—are probably relatively less important than they appear to the casual observer. They may be a good thing to have in the background, but it is no criticism of the act that they are not always enforced. The reports of the board will doubtless have some weight with public opinion where a conciliatory settlement fails; but their influence on popular sentiment is possibly overestimated by legislators and industrial theorists. Granted that such a report may have weight in case of a threatened strike exciting great public interest, most cases where the act has been applied in Canada have not commanded that interest, and comparatively few people even knew that a report had been given. In minor disputes and those involving technical issues, such as the regulations to govern railway telegraphers and train dispatchers, the average person cannot form an intelligent opinion of the justice of a report. Finally, where very important matters are at stake and the parties are really wrought up over the questions in dispute, a board decision is not likely to be unanimous. The main reliance of the act must be the greater chance of securing a voluntary settlement under its provisions. But even where an agreement fails, the influence of the board's report will be good. It is not a complete remedy—it will not always induce workmen to refrain from an unjust strike or force employers to grant just concessions—but it will in most cases pave the way to a right settlement.

Attitude of Employers Towards the Act.

The attitude of both employers and workers toward the act must be discounted somewhat on account of political bias. On party grounds many Conservatives disparage, if they do not oppose, the

Among the Liberals there is some indiscriminating praise of the act, and occasionally a tendency to minimize its defects and attribute even honest criticism to party motives. These conditions are not only generally recognized in public discussion, but are obvious to a stranger. A very fair-minded labour leader writes in April, 1908: "My personal opinion is, that after the atmosphere is clear of politics, which may be until October, the Disputes Act will be given credit for all it is worth." These superior influences underlying both public and private discussion make it more difficult to get a true opinion of the working of the law from either side.

However, all employers agree to the principle of the act. They sometimes are aggrieved by the way it has been administered. In this respect they take precisely the position assumed by most employers in New Zealand and Australia with regard to compulsory arbitration, and use almost the same phrases in discussion. The secretary of the largest association of employers in the Dominion said in a recent address: "Generally speaking, the verdict of employers, so far as I have been able to gather, is favourable to the act. There are, of course, some exceptions, but the consensus of opinion, even where everything did not go the way the employer wanted it, seems to be that the act on the whole, is a good thing." No employer was found who was not favourable to the law, as compared to no legislation, so far as it applied to railways. Most employers say they prefer to have the law in force in their own business, though there are exceptions to this. All employers interviewed who have had actual experience with the act in the industry they are connected with favour its general policy, if not all its details. (1)

This should be modified by the following statement of a letter received after this report was written, from a prominent mine manager in British Columbia: "It is my opinion that metal mine operators and smelter managers would have preferred that the Lemieux Act had not been passed, as they feel (as is apt to be the case in such acts) that the company will and can be legally and morally bound by its terms, while there is a great deal of likelihood that the unions will be aided or the Government will enforce fines and punishments upon the labouring men or the unions."

Some employers—including the largest in Canada—are outright partisans of compulsory arbitration, and would amend the present act to make the awards of the boards binding on both parties. A prominent railway manager said: "I favour the present act because I think it is better than no law. But I would rather see compulsory arbitration, so both sides would have to obey the awards." This attitude may be due to conditions peculiar to Canada as compared with the United States. For instance, a great railway system or mining company operating in sparsely settled country is often at the mercy of its men in case of a strike. In the New West public sympathy is almost certain to be with the employees against a great corporation. Experience with these conditions makes managers favourable to any method of solving labour disputes that will throw the preponderant influence in settling them farther eastward, to more conservative centers. Even in Nova Scotia, where conditions are quite different, some coal-mine employers want compulsory awards. But this is probably due to the local example of a union striking against a board decision. Other amendments suggested by employers and their representatives are mentioned elsewhere.

Attitude of Labour Toward the Act.

Only organized labour has been in a position to express an opinion regarding the act. There are five chief bodies of working people concerned directly or indirectly in its provisions. The organized skilled trades of eastern Canada are not directly affected by the law, except in so far as they are employed in connection with railways and other public utilities. Many union officers have little information of the practical working of the act and no intelligent opinion as to its effect on labour interests. But those who have made a study of the subject are favourable to the law. This is especially true of union officers in Montreal and Toronto and of the leading labour representatives in the Dominion Parliament. One of the latter writes: "I am strongly in favour of the principle of the act. I am not,

however, wedded to all its provisions. But the act has not been long enough in actual operation to enable me to suggest other amendments than those proposed at the Winnipeg convention of the Dominion Trades and Labour Congress. My impression is that the sentiment in favour of the bill is gradually spreading as the advantages of the act to workmen become more apparent." Similar opinions might be repeated from a score or more other prominent labour leaders, but the above is fairly representative of the sentiment generally found among the organized skilled trades in Ontario, Quebec, and the Maritime provinces.

The leading organizations of railway employees opposed the law at the time of its passage, and still regard it with cold favour. Canadian officers of the international unions of locomotive engineers, firemen, telegraphers, and of the conductors and carmen, both in interviews and correspondence expressed their displeasure at being made subject to the law. Among the rank and file of the members, to judge from a limited number of interviews, this sentiment is not so unanimous. The specific objections are mostly to penalizing strikes begun before an investigation, and they are more fully explained in the comments to sections 56 to 61 of the act which follow. However, eight railway disputes, involving some of the most important unions, have been settled by boards constituted under the act. In fact, the practical value of the law seems to have been more clearly shown in railway difficulties than in other kind of labour disturbances.

The Provincial Workers' Association of Nova Scotia, which has been mentioned in connection with certain coal-mine disputes, is a composite union, composed chiefly of men working about coal mines, and purely local, though its lodges extend throughout the province. The organization is criticised by regular trade unionists because of its composite character, in the same way that the principle of organization of the Knights of Labour is opposed by the strictly trade societies that form the American Federation of Labour. The Provincial Workers' Association is protected by a provincial act allowing its

lodges to incorporate by a simple majority, its representatives are usually heard by the province ministry with regard to local labour legislation, and wields a large influence in politics. The society adopted a resolution, soon after the passage of the Industrial Disputes Act, in opposition to that measure. When the bill was before the Dominion Parliament a clause was inserted, but afterwards stricken out, providing that where a province already had an act for the investigation and conciliation of disputes the federal act should not apply. This probably had reference to such an act as Nova Scotia, passed partly through the influence of the Provincial Workers' Association. The sponsors of the local act and other labour leaders opposed to the party in power at Ottawa are reported to have been responsible for the resolution. Labour leaders in Nova Scotia, some of them prominent members of this organization, admit that other than pure trade union or labour motives influenced the convention. However, the Industrial Workers' Association has regularly appealed to the federal law in disputes with employers, and of some twenty-five members of the organization interviewed none opposed the act in private conversation, and many—including some of the officers—expressed themselves as in its favour. An intelligent coal miner, a member of this organization who has seen the law work under conditions not altogether in its favour, writes: "The more I learn about the Canadian act the more I like it. Strikes are foolish things and come from men's unreasonableness and impatience. The State is the guardian of its people, and does wisely every time it enacts a law that will make it impossible for one class of people to oppress in any way which must of necessity mean suffering and loss to other people who are not to blame." A leading official of the Provincial Workers' Association writes: "I believe it (the act) is destined to become popular in Canada." These statements are representative of nearly all made by labour men in the Maritime provinces, where the Provincial Workers' Association is far the most important organization.

in the western mining fields there are not altogether sympathetic associations of workers occupying the same relative position as in the United States—United Mine Workers and the Western Federation of Miners. The former society was not especially friendly to the act at the time it was passed, but its members in Canada are now said to be in favour of its provisions. The members employed mostly in the Alberta and British Columbia coal mines, where a number of settlements—mostly satisfactory to the union—have been made under the act. The district president has been active in administering the law, having served on most of the boards in the western coal fields, and attributes any successful settlements to its influence. But local officers said that the sentiment in union meetings showed that men would prefer not to have the act. An officer whose local was opposed to the act, expressing his private opinion, said: "Speaking as a fair-minded man I am not afraid of the law in any way. I think it can be worked by both sides as a law. When an investigation is made nothing can be kept back by either side, you have sure ground to go ahead on. Many things crop up of very small importance that lead in time to serious trouble; but if they are fairly investigated they can be settled before they cause trouble." Among the United Mine Workers, then, opinion is divided, the rank and file rather opposing the law and the officers in some cases favouring it.

The Western Federation of Miners has much experience with the act, which has been applied to metal miners in northern Ontario and in the western provinces. In Cobalt, Ontario, officers of this organization have been heavily fined for advising a strike, in violation of the provisions of the law, before an investigation. At the union headquarters in Cobalt, when the camp was visited in March, 1908, the miners were violently hostile to the law, saying that employers evaded all its provisions—shutting down mines for a week to avoid technical lockouts in order to enforce lower schedules, nagging the workers by encroaching on their rights and taking a little by little, and by other

aggressions—while the men themselves were held strictly accountable for violations. A few conservative old miners with families and some property, who were perhaps emerging from the wage-earning class, thought well of the law; but labour sentiment seemed to be overwhelmingly hostile.

In British Columbia the Western Federation is officially on record as opposed to the law, and members of the organization interviewed left no doubt as to their sympathy with this attitude. At the district convention at Greenwood, representing practically all the members of the organization subject to the act in western Canada and all the metal miners in British Columbia, held last January, a resolution was unanimously passed calling for the repeal of the law. At a convention of the boards of trade of British Columbia, recently held at Rossland, representatives of the Western Federation refused to suggest amendments to the law, on the ground that it should be wholly repealed. Consequently the almost undivided sentiment of this organization is opposed to the act.

The most influential labour body in Canada is the Dominion Trades and Labour Congress, composed of representatives from the federated trades and United Mine Workers, but not including the Western Federation of Miners, the Provincial Workers' Association, or the larger railway unions. The congress is probably the best exponent of labour sentiment throughout the Dominion, and carries most weight with political parties. Its president is a member of Parliament. The following report by the executive officers was accepted by the congress:

"The Trades Dispute Investigation Act, 1907." Your executive, after careful consideration, gave its hearty endorsement to the principle of the bill. Organized labour does not want to strike to enforce its demands if the consideration of them can be attained without recourse to that remedy. The strike has been our last resort, and as the bill continued our right to strike, but assured a fair hearing of the demands of the workers, there was nothing to do but to give our support to it. Nor is organized labour blind to the

fact that in every great industrial struggle the public have a large interest as well in the result as in the means adopted to reach that result. The least the public are entitled to is a knowledge of the merits of the dispute. This knowledge will be given to them under the procedure outlined in the bill. Your executive believe it will be a happy day when every labour dispute can be settled by the parties meeting together in the presence of an impartial tribunal to discuss their differences. Our great difficulty in the past has been that we could not get a hearing. The act has been tested already in the case of the Machinists and the Grand Trunk Railway Company, and no better tribute could be paid to it than the settlement arrived at in that case, which was reported to your executive at the time of writing this report as being satisfactory to both parties. The arbitration lasted three days, thus meeting the objections of those who, not unnaturally, thought that the delay possible under the bill might be too great to make its provisions of any avail.

The congress indorsed the act by a vote of 81 to 19. The words of the resolution are as follows:

Whereas organized labour has from time to time expressed its disapproval of strikes except as a last resort in industrial disputes; and whereas particularly in disputes connected with public utilities the public have rights that must be respected and considered; and whereas the Lemieux bill is designed to avoid strikes and lockouts in connection with industrial disputes in certain utilities until such time as the merits of the dispute are publicly investigated; and whereas organized labour always courts investigation of its grievances by reason of the justice of its claims and its desire to be fair: *Resolved*, That this Trades and Labour Congress of Canada hereby express its approval of the principle of the Lemieux bill as being in consonance with the oft-expressed attitude of organized labour in favour of investigation and conciliation.

In the debates preceding the indorsement of this resolution the eastern delegates as a rule supported the law, while

those from the west in many cases opposed it. Some socialist members based their opposition on the ground that it bolstered up a vicious capitalistic organization of industry. But the argument that carried most force in opposition to the law were those presented by real trade-unionists, who feared that the temporary prohibition of strikes might weaken the unions by depriving them of a weapon that is most effective when used suddenly.

It needs to be noted that the principal opposition to the act has manifested itself among the unions to which it most directly applied. The members of the railway orders and the mine workers were interested at first hand, while the members of the federated trades have only a general interest in the law that comes from sympathy with their fellow workers. The latter are not usually employed in mines or upon public utilities. But the Trades and Labour Congress showed that its approval of the act was sincere by voting—59 to 22—in favour of an amendment for bringing all trades under the operation.

In summing up the different attitudes adopted toward the act by different bodies of labour, it seems fair to remark that the sentiment in its favour is probably stronger among the rank and file of workers than among the leaders. So casual information as one can pick up through talking with the men indicates this. In one list of interviews, including miners and railway men, every one of the workmen—thirteen in number—was favourable to the law. An intelligent member of one of the larger railway orders said: "The better class of men in our organization are favourable to the law. Some men, whose opinions wouldn't take on anything, are against it. Middle-aged and married men, who have responsibilities, welcome the law."

The hostility of the Western Federation may be due partly to the fact that the law has been applied during a period of unusual depression in metals, when many have had to make reductions or cease working. Therefore the act may be held responsible for conditions under which it has had nothing to do.

cept in this organization the evidence indicates that the attitude of workers becomes more friendly to the act with longer experience. But it would be impossible to say definitely whether or not a popular vote of the working people of Canada, especially of those directly affected by the law, would endorse the act at the present time.

Attitude of the Public Toward the Act.

No great labour disturbances have recently occurred in Canada to arouse public opinion on the subject of settling industrial disputes, and therefore many people take a passive attitude with regard to the present law. They have very inaccurate ideas of its purpose and provisions. In eastern Canada confidence in the efficacy of the act has been somewhat shaken by the failure to prevent the Montreal dockers' strike in 1907. Many men seem to think that such a law should be enforced—and can be enforced—like any penal statute, and that the government ought to proceed the same way against a thousand strikers as against a single pickpocket. Even those that recognize this to be impracticable, fail to see that it would not be equitable. But there is no intelligent opposition to the law, and such sentiment as is tangible enough to report is in its favour. There appears to be little doubt that if a serious labour disturbance, inconveniencing the general public, like a great railway or postal strike, should occur, the law would be seized upon by the people as an important thing, and they would vigorously support it. If it proved inadequate to deal with the particular case in hand there would probably be a strong popular demand to increase its stringency. The labour organizations opposing the act possibly under-estimate the strength of this sentiment. It seems very unlikely that the Disputes' Act can be repealed. That would generally be regarded as a step backward. If the law disappears it will be because of neglect or unwise administration, not because it is opposed by workmen or employers.

Public men and the press are educating the people with regard to the law, and presenting the equity of its provisions to

their hearers and readers. Their argument is well presented in the following quotation from the Winnipeg Telegram of September 19, 1907: "The doctrine of the public's interest in labour disputes is one that has come to stay, and the attempt to express it in legislation is one made along right lines. Every man who directs labour or who labours owes a duty to the State, not only outside his labour as a citizen, but in his labour as a unit in an industrial whole. In every country this principle is becoming better recognized. In all likelihood there will be a great deal of more or less experimental legislation before the public's rights are crystallized in their final form. But this will be done eventually, to the great benefit of the public, by protecting it from many useless and foolish wars between employers and employed." This quotation expresses the attitude of the average man, who knows anything of the law, toward its provisions, as accurately as any single statement met with in Canada. Most of those who are practically familiar with labour matters, though not employers or wage-earners, approve the method of the act as well as its general object. The following memorandum of an interview with one of the latter class is also representative: "The law goes about the matter in the right way. Workingmen and employers usually discuss wages and such subjects in meetings composed of men of their own class exclusively, and so wholly from one point of view. But at board sessions they hear the other side, and this is educative. Proceedings are carried on in a free and easy style; facts come out in an orderly manner without any great show of feeling; all this has a good social effect."

Conclusion.

So far as can be judged from the experience of a single year, the Industrial Disputes Act has accomplished the main purpose for which it was enacted, the prevention of strikes and lockouts in public service industries. Apparently, it has not affected adversely the condition of workingmen or of industries where it has been applied. It is much more applicable to American conditions than com-

pulsory arbitration laws, like those of New Zealand and Australia, because its settlements are based on the agreement of the parties and do not prescribe an artificial wage, often illy adjusted to economic conditions. Employers and the general public in Canada, with a very few exceptions, favour the law. The working people are divided, many of the stronger organizations directly affected by the act being against it. This opposition is based on two grounds, the general distrust with which workmen regard government intervention in labour matters, and a feeling that they can improve their condition more through negotiations backed by sudden strikes than by negotiations backed by deferred strikes, for which the employer may prepare himself in advance. The distrust of government intervention arises from a feeling that the intervening authority usually has a class bias against labour. A workman said: "The chairman (of a conciliation board) is the whole thing. Unless he has been a workman he will not understand workmen or have any insight into their condition and ambitions. Therefore the burden of proof that his conditions should be improved or kept up to present standard always rests with the workman. He has to make things absolutely, convincingly clear to the mind of a chairman who naturally sees things from the other side, in order to get a just decision, even where the chairman tries to be impartial." However, experience with these laws in Australasia and Canada does not show that this fear is well founded. Though chairmen may not see points from exactly the same position as the workman, they often have social sympathies and theories that dispose them to give him, as presumably the weaker party, the benefit of every doubt, and the result perhaps works out the same as if they saw things from his point of view. Possibly workers do sacrifice something of influence in giving up sudden strikes, but they gain in other ways, especially in having a better alternative to a strike than before. And as part of the general public they profit by the saving of industrial waste through strikes.

But the application of the act to industries should probably be limited—at least for some time to come—to strictly public service industries as defined by the Canadian statute. Less strain would be placed on the act now did it not apply to metal mining.

In the United States constitutional restrictions would prevent a Federal law of such wide application as that of Canada. The idea of compulsory public investigation, and even of prohibiting strikes until such an investigation has been completed, is not new in this country. Fourteen years ago the United States Strike Commission, appointed to investigate the Chicago strike, recommended a permanent strike commission, to deal with disputes affecting interstate commerce with powers not unlike those granted the boards of investigation and conciliation in Canada. Strikes pending investigation were to be prohibited and the incorporation of unions provided for, though not made compulsory. These recommendations took the following form:

That there be a permanent United States strike commission of three members, with duties and powers of investigation and recommendation as to disputes between railroads and their employees similar to those vested in the Interstate Commerce Commission as to rates, etc.

(a) That, as in the interstate commerce act, power be given to the United States courts to compel railroads to obey the decisions of the commission, after summary hearing unattended by technicalities, and that no delays in obeying the decisions of the commission be allowed pending appeals.

(b) That, whenever the parties to a controversy in a matter within the jurisdiction of the commission are one or more railroads upon one side and one or more national trade unions, incorporated under chapter 567 of the United States Statute of 1885-86, or under State statutes, upon the other, each side shall have the right to select a representative, who shall be appointed by the president to serve as temporary member of the commission in hearing, adjusting, and determining the particular controversy.

(c) That, during the pendency of

proceeding before the commission inaugurated by national trade unions, or by an incorporation of employees, it shall not be lawful for the railroads to discharge employees belonging thereto except for inefficiency, violation of law, or neglect of duty; nor for such unions or incorporation during such pendency to order, unite in, aid, or abet strikes or boycotts against the railroads complained of; nor, for a period of six months after a decision, for such railroads to discharge any such employees in whose places others shall be employed, except for the causes aforesaid; nor for any such employees, during a like period, to quit the service without giving thirty days' written notice of intention to do so, nor for any such union or incorporation to order, counsel, or advise otherwise.

But usually such legislation is passed only when the memory of a great and recent industrial conflict has profoundly

stirred public opinion. The Australasian legislation followed somewhat tardily the Maritime strike of 1890. The Canadian act was passed shortly after the Lethbridge coal strike. After such a law is once on the statute books, however, it usually remains, and in New Zealand, Australia, and Canada it has created a new public attitude toward industrial disputes. This attitude is the result of the idea—readily grasped and generally accepted when once clearly presented—that the public have an interest in many industrial conflicts quite as immediate and important in its way as that of the conflicting parties. If the American people have this truth vividly brought to their attention by a great strike, the hopeful example of the Canadian act seems likely, so far as present experience shows, to prove a guiding star in their difficulties.

THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907—A SUMMARY OF ITS OPERATIONS TO DATE—47 REFERENCES UNDER ACT—TWO SUBSEQUENT STRIKES.

It will be remembered that in response to an order from Parliament, a statement of the operations of the Industrial Disputes Investigation Act, 1907, covering the period from the enactment of the measure on March 22, 1907, to February 15, 1908, was prepared and presented to Parliament and printed in the *Labour Gazette* in the issue following the presentation of the return, that, namely, for March, 1908. The return then presented showed a total of thirty references under the Act, and that in only one case where a dispute had been so referred had strike or lockout subsequently occurred. The period of six months having elapsed since the printing of this statement, and the Department being in receipt of frequent requests for information as to the subsequent operation of the Act, it has been thought desirable to prepare a supplementary statement of the same character, bringing the information down to the end of the month of August. The earlier statement contained mention of several disputes which had been referred under the Act, the findings with regard to which

had not been reported to the Department when the return was presented to Parliament. The present statement therefore, includes mention of disputes not fully reported in the previous record.

It is found that the total number of disputes referred under the Act from March 22, 1907, the date on which it became law, to August 31, 1908, is 47, and with regard to two only of these have strikes or lockouts been reported, the exceptions being the strike of coal miners at Springhill, N.S., from August 1 to October 31, 1907, and the strike of the C. P. R. machinists, beginning on August 5, 1908. The industries concerned in the references under the Act were as follows:—Coal mines, 23; metalliferous mines, 4; railways, 14; street railways 2; shipping 3; cotton mills, (both parties to the dispute agreeing voluntarily to the reference in this case), 1; the number of men concerned in the various disputes is estimated approximately at fifty thousand. In a number of the disputes here mentioned the findings of the respective Boards had not been received at the end of August.

I. MINING AND SMELTING INDUSTRY.
A.—COAL MINES.

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board (C) Chairman; (E) Employer; (M) Men.	Date on which Board constituted.	Date of receipt of report of Board.	
1908 Jan. 29	Dominion Coal Co., Ltd., and members of the Provincial Workmen's Association	Employees	Dominion, C. B.	7,000	Concerning wages and conditions of labour	Prof. A. Shortt (C)* J. Dix Fraser (E) Dr. A. Kendall, M.P. (M)	18 Feb.	25	Differences adjusted and agreement concluded before Board, effective from March 16, 1908 to December 31, 1909, a strike, being thereby averted.
Feb. 10	John Marsh, John Howells, Stevens Bros., coal mine operators, dealt with as a whole.....	Employers	Woodpecker, Alta		Concerning wages and conditions of labour	Hon. Mr. Justice Stewart, (C)** W. E. Bullock (E) F. W. Sherman, (M)*.	25 April	6	The report of the Board stated that the Act did not apply in this case, the mines having closed down for lack of orders before the investigation occurred. A wage scale was, however, recommended. The report was accompanied by a minority report, making other recommendations.
March 16	Western Dominion Collieries and employees.....	Employees	Taylorlton, Sask	90	Concerning wages and conditions of labour	His Hon. Judge Myers (C) J. D. Hannah (E) F. H. Sherman (M)	10 May	5	Differences adjusted and agreement concluded before Board, effective from May 1, 1908, to May 1, 1909.
March 16	Manitoba and Saskatchewan Coal Co. and employees.....	Employees	Bienfait, Sask.....	50	Concerning wages and conditions of labour.....	His Honour Jdg. Dawson, (C)** G. C. Crowe (E) F. H. Sherman (M)	April 22		Report of Board not received at the end of August.
March 5	Cumberland Railway and Coal Co., Ltd., and employees.....	Employees	Springhill, N.S.....	1,600	Concerning wages and conditions of labour.....	His Hon. Judge Wallace, (C)** Hon. John N. Armstrong (E*) R. B. Murray	April 29	26	The report found against the claims of the men, and was accompanied by a minority report, finding generally, but not wholly, in favour of the men. The employees declared the minority report acceptable to them. No cessation of work was reported.

May	12	Nova Scotia Steel and Coal Company and employees	Employees	North Sydney, N.S.	1,750 Concerning wages and conditions of labour	Prof. A. Shortt June (C)* Dr. D. Allison (E)† J. W. Maddin (M)	19 Aug.	1	An agreement concluded before the Board on all points, and a strike thereby averted.
May	14	International Coal and Coke Co. and employees	Employees	Westville, N.S.	800 Concerning wages and conditions of labour				No Board was established in this case, the parties having come to an amicable agreement, subsequent to forwarding the application, a strike being thereby averted.
May	15	Acadia Coal Co. and employees	Employees	Stellarton, N.S.	800 Concerning wages and conditions of labour				No Board was established in this case the parties having come to an amicable agreement subsequent to forwarding the application, a strike thereby being averted.
May	18	Port Hood and Richmond Railway Coal Co. and employees	Employees	Port Hood, N.S.	300 Concerning wages and conditions of labour	His Hon. Judge McCillivray (C)* Geo. S. Campbell (E) Jas. Macdonald (M)	8 July	2	A unanimous report was made by the Board with recommendations for a settlement of all differences, which is understood to have been accepted as a basis of working operations, a strike being thereby averted.
July	2	Maritime Coal, Railway and Power Co., Ltd., and employees	Employees	Chignecto, N.S.	200 Concerning wages and conditions of labour	Rev. Chas. Wilson (C)* B. B. Barnhill (E) R. B. Murray (M)	6 July	27	An agreement was effected before the Board on all the points at issue and covering the period of two years from July 31, 1908, a strike being thereby averted.

B.—METALLIFEROUS MINES.

Jan.	9	Temiakaming and Hudson Bay Mining Co., Ltd., and employees of said Co.	Employees	Cobalt, Ont.	50 Concerning wages and hours	Pro. S. J. Maclean, (C) ** M. F. Purnaville (E) C. B. Duke (M)	31 Feb.	13	Unanimous report was presented by Board making recommendations for the settlement of the dispute. The findings of the Board were accepted by the men, but not by the company. No cessation of work was, however, reported.
July	20	Cobalt Central Mining Co., Ltd.	Employees	Cobalt, Ont.	105 Concerning wages and hours	Prof. S. J. Maclean, (C)** E. L. Fraleck (E) C. B. Duke, (M)	22 Aug.	29	Unanimous report presented by Board making recommendations for the settlement of the dispute, and the threatened strike is understood to have been averted.

* Appointed by the Minister under sec. 8, sub-sec. 3, of the I.D.I. Act, on the joint recommendation of the two members first appointed.
 ** Appointed by the Minister under sec. 8, sub-sec. 4, of the I.D.I. Act, in the absence of a joint recommendation by the two members first appointed.
 † Appointed by the Minister under sec. 8, sub-sec. 2, in the absence of a recommendation from the parties concerned.

II. — TRANSPORTATION AND COMMUNICATION.

A. — RAILWAYS.

Date of receipt application.	Parties to Dispute.	Party making application.	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board (C) Chairman; (E) Employer; (M) Men.	Date on which Board constituted.	Date of Receipt of report of Board.
1908 Jan.	8 Grand Trunk Railway Co., and carmen in its employ.	Employees.	Grand Trunk Railway System.....	800	Concerning wages and conditions of labour....	Prof. A. Shortt, (C)* Wallace Nesbitt (E) J. G. O'Donoghue (M)	Jan. 28	Feb. 28
Apr.	28 Canadian Pacific Railway Co. and various trades in its mechanical departments.....	Employees.	C. P. R. System.....	3,320	Concerning wages and conditions of labour....	P. A. Macdonald (C)* C. E. Fullerton, (E) G. F. Galt (E)†† James Somerville (M).	May 13	July 16
Apr.	28 Canadian Northern Railway Co. and various trades in its mechanical depts.	Employees.	C. N. R. System.....	350	Concerning wages and conditions of labour....	.....	.....	.....
May	14 Intercolonial Railway of Canada and station freight clerks' Union, No. 152, of Halifax, N.S. and St. John, N.B.....	Employees.	Halifax, N.S..... St. John, N.B.....	.....	Concerning wages and conditions of labour....	His Honor Judge McGibbon (C)* H. Holgate, C. E. (E) J. G. O'Donoghue (M)	.....	.....
May	29 Canadian Pacific Railway Co. and railway telegraphers in its employ..	Employees.	C. P. R. System.....	1,605	Concerning alleged wrongful dismissal of certain employee.....	Hon. Mr. Justice Fortin (C)* C. Campbell, KC. (E) W. T. J. Lee (M)	June 17	.....

Differences adjusted before the Board and a strike thereby averted

The Board did not in this case present a unanimous report, Mr. Somerville presenting a minority report. The Board made certain recommendations for the settlement of the dispute and the recommendations were accepted by the company with some demur. The men refused to accept the findings of the Board and ceased work on August 5th.

No Board was established in this case, the parties having come to an amicable agreement subsequent to forwarding the application, a strike being thereby averted.

The proceedings in this case were under the Conciliation and Labour Act by request of the employees and were subject to delay through the inability to act of the member of the Board first appointed on the recommendation of the men. At the end of August the Dept. was awaiting a joint recommendation.

A formal report had not been received in the Department at the end of August, but the Department had learned informally that the dispute had been settled by the reinstatement of the dismissed employee on the recommendation of the Board.

Aug.	21	Canadian Northern Railway. Co. and machinists on its Lake St. John Division.	Employees.	Lake St. John Division.	49	Concerning wages and conditions of labour.	A. Charran (M).	.....	The Board had not been fully constituted at end of month.
Aug.	22	Canadian Pacific Railway Co. and firemen and engineers in its employ.	Employees.	C. P. R. System.	7,000	Concerning alleged wrongful dismissal of certain employees.	Wallace Nesbitt, K.C. (E). J. G. O'Donoghue (M)	.....	The Board had not been fully constituted at end of month.
Aug.	22	Canadian Northern Railway. Co. and locomotive engineers in its employ.	Employees.	C. N. R. System.	341	Concerning wages and conditions of labour.	J. Harvey Hall, (M)	.....	The Board had not been fully constituted at end of month.

B.—STREET RAILWAYS.

Jan.	31	Hamilton and Dundas Railway Co. and Hamilton Radial Railway Co.	Employees.	Hamilton, Ont.	120	Concerning relations of union to employing companies.	Hon. Judge Monck (C)* Wm. Bell, K.C., (E) J. G. O'Donoghue (M)	17 April	8	Report of the Board was opposed to the claims of the men and was accompanied by a minority report from Mr. O'Donoghue, generally sustaining the claims of the men. Neither report was acceptable to both parties, but the effect of the investigation appeared to bring a better understanding between the parties, and no cessation of work was reported.
May	8	Ottawa Electric Railway and its employees.	Employees.	Ottawa, Ont.	256	Concerning wages and conditions of labour.	Prof. A. Shortt, (C)* J. F. Henderson, (E) J. G. Donoghue, (M)	22 June	15	Differences amicably arranged before the Board and strike thereby averted.

C.—SHIPPING.

Mar.	6	Dominion Marine Association and lake seamen.	Employees.	Kingston, Ont. and ports of Great Lakes	450	Concerning wages and conditions of labour.	Prof. A. Shortt, (C)* James Stewart, (E) John A. Flett, (M)	1 Apr.	14	Differences amicably arranged before the Board and strike thereby averted.
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†† Mr. Fullerton having withdrawn from the Board and the company not recommending a successor, Mr. Galt was appointed by the Minister without a recommendation, under sec. 8, s.s. 2.

* Appointed by the Minister under sec. 8, sub-sec. 3, of the I.D.I. Act, on the joint recommendation of the two members first appointed.
 ** Appointed by the Minister under sec. 8, sub-sec. 4, of the I.D.I. Act, in the absence of a joint recommendation by the two members first appointed.
 † Appointed by the Minister under sec. 8, sub-sec. 2, in the absence of a recommendation from the parties concerned.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

Statement of Proceedings from March 22, 1907, to August 31, 1908.

Applications concerning disputes in mines and public utilities.						Application concerning disputes in industries other than mines and public utilities.	Total references under Act
46						1	47.
Concerning mines and smelters.			Concerning transportation and communication.			Disputes referred by consent of parties concerned under sec. 63 of I.D. I. Act, 1907.	
27			19			1	47
Coal Mines	Metalliferous Mines		Railways	Shipping	Street Rys.		
23	4		*14	3	2		
Strikes not averted or ended.....	1	0	1	0	0	0	2

* The Railway Boards were distributed among the various classes of railway employees as follows: Locomotive Engineers 3; Machinists 2; Carmen 2; Firemen and Engineers 2; Freight Handlers 1; Telegraph operators 3; Freight mining clerks 1.

Results are still pending in connection with various applications for investigations, viz.: one in the case of coal disputes, and 4 in the case of railways.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907—STATEMENT OF PROCEEDINGS UNDER ACT DURING MONTH OF AUGUST.

DURING the month of August the Department received 3 applications for the establishment of Boards of Conciliation and Investigation as follows, viz:—

On behalf of the locomotive firemen and enginemen in the employ of the Canadian Pacific Railway Company, the dispute affecting, it was alleged, 2,000 men directly and 5,000 indirectly; this application was forwarded in substitution for that previously received by the Department and mentioned in the *Labour Gazette* of August.

On behalf of railway carmen in the employ of the Quebec and Lake St. John Division of the Canadian Northern Railway Company, the dispute affecting, it was alleged, 49 men.

On behalf of the locomotive engineers in the employ of the Canadian Northern

Railway, Ontario, Canadian Northern Railway, Quebec, Canadian Northern Railway, Quebec and Lake St. John; the dispute affecting, it was alleged, 81 men directly and 260 indirectly.

Earlier Applications.

Of applications received prior to the beginning of August, proceedings in connection with which remained unfinished at the close of July there were the following, viz:—

1. On behalf of the railroad telegraphers in the employ of the Canadian Pacific Railway Company; (2) on behalf of the employees of the Manitoba and Saskatchewan Coal Company, of Bienfait, Sask.; (3) (Under the Conciliation and Labour Act) on behalf of the members of the

Freight Clerks' Union, Branches Nos. 1 and 2, Halifax and St. John stations on the Intercolonial Railway of Canada; (4) on behalf of the employees of the Cobalt Central Mining Company; (5) on behalf of the employees of the Nova Scotia Steel & Coal Company, Limited, North Sydney, N. S.

Reports Received during August.

During the month the Board received reports in the case of the following disputes, concerning which Boards had been established, viz:—

(1) The Nova Scotia Steel and Coal Company, Limited, North Sydney, N. S., and its employees; and (2) the Cobalt Central Mining Company, Ltd., Cobalt, Ont., and its employees. In the first of these, the report included a signed agreement covering all differences and dating from August 1; in the case of the second the report was unanimous, and contained recommendations for the settlement of the differences at issue.

The Department also received word informally from the Honourable Mr. Justice Fortin of Montreal, chairman of the Board established to adjust the differences between the Canadian Pacific Railway and its railroad telegraphers, to the effect that

the dispute had been amicably adjusted. The formal report will, the Department was informed, be forwarded later. This dispute, it will be remembered concerned the alleged wrongful dismissal of a telegrapher employed in the service of the company at Megantic, Que., and the dispute is understood to have been settled by the re-instatement of the employee concerned.

A delay occurred in the proceedings in the case of the application of Halifax Intercolonial Freight Clerks under the Conciliation and Labour Act, through the withdrawal by the employees concerned of their nomination of Mr. R. E. Finn, M.P.P., and the subsequent recommendation of Mr. J. G. O'Donoghue, Toronto, as a member of the Committee of Conciliation, Mediation and Investigation established under the Act.*

At the close of the month, proceedings were under way in the case of the new applications received above, all of which, however, were received towards the close of the month, so that the Board was not with respect to any one of them, finally constituted.

* Early in September His Honour Judge McGibbon of Brampton, Ont., was appointed chairman of the committee on the joint recommendation of Messrs. Holgate and O'Donoghue, the members appointed on the recommendation of the parties.]

I. AGREEMENT CONCLUDED BEFORE BOARD IN CASE OF NOVA SCOTIA STEEL AND COAL COMPANY—CHAIRMAN'S COVERING LETTER.

THE formal report of the Board of Conciliation and Investigation established to adjust the differences in the case of the Nova Scotia Steel and Coal Company and its employees was received in the Department on August 14. The Minister had received on August 1, as mentioned in the issue of the *Labour Gazette* for August, a telegraphic message announcing that a settlement had been effected. The report of the Board consisted of a covering letter from the chairman and the text of an agreement covering the points in dispute and effective from August 1, 1908, signed on behalf of the company and its employees respectively and also by each member of the Board, the agreement being accom-

panied by schedules setting forth in detail the terms arranged.

The application in this case was received May 14, with a covering letter from Mr. John Moffatt, Grand Secretary of the Provincial Workmen's Association of Nova Scotia, the application proper being signed by James Dorsay and John Walsh, respectively, grand chaplain and member of the sub-council of the Association. The dispute related to wages and concerned approximately 1,750 men. In December last, it was stated, the employees had applied to the company for an increase of fifteen per cent. for all day labourers and mechanics working in or about the collieries of the company; and in

May last the company had been further informed that in addition to this increase of 15 per cent. for day labourers and mechanics, the miners of collieries Nos. 1 and 5 demanded an increase of 5 per cent. This latter demand had been originally made in Sept., 1907, and had been deferred for settlement until the spring of 1908. The increase asked for labourers and mechanics was to come into effect on May 1, 1908. These increases were demanded because of the alleged increased cost of living. The early proceedings in the matter were delayed by the absence from the country of Mr. Thos. Cantley, General Manager, and the desire of the company that action should not be taken pending Mr. Cantley's return. Since the slight delay in proceedings incurred in granting this request appeared to afford a better prospect of conciliation, Mr. Cantley's return was awaited.

Attitude of the Company.

A statement in reply to the application was received by the Department on June 8. The effect of the reply was that the wages paid by the company, were as high on the average, as those of any similar collieries in Nova Scotia and that many employees were better paid than those engaged in similar work elsewhere; also that the returns on the capital invested in the collieries had for some years been entirely inadequate and did not warrant any increase at the present time in the cost of production. The company also made the point that owing to the fact that mining operations had been carried on for the extended period of 75 years at Sydney, there were many old men employed in the mines and the cost of coal cutting was materially increased because these old men could not produce as much as the ordinary worker. The company further dwelt on the depressed condition of the foreign coal trade which it was said increased the competition that confronted the company in Quebec, its largest market, and on the greatly depressed condition of the iron and steel trade of Canada which was further adversely affected by the high price of fuel, and the company being concerned extensively in the steel industry as well as coal

mining was compelled to take these conditions into account. The statement then set forth at length the earnings of the men and discussed the conditions of the respective collieries. The amount contemplated by the various demands for increases would be not less, it was argued, than \$114,317, and if, as it would be natural to expect, equal increases were made to similar classes of labour in other industrial concerns controlled by the company, the further sum of \$48,900 would be involved, a total of \$163,217 per annum. The statement concluded with the comment: "The amount involved in this demand is so great, and as an unfavourable decision of a conciliation board would mean the absolute failure of the company's coal mining operations, the executive of this company feel that they would not be performing their duty to the shareholders of the company were they, the responsible and legal guardians, to surrender to any other hands the settlement of a question of such vital importance."

The Board Constituted.

The company having therefore declined to nominate a member of the Board, the Minister constituted a Board was follows: Prof. A. Shortt, Kingston, Ont., chairman, Dr. David Allison, Sackville, N.B., appointed on behalf of the company in the absence of a recommendation, and Mr. J. W. Maddin, Halifax, N. S., appointed on the recommendation of the employees. The chairman was appointed on the joint recommendation of Dr. Allison and Mr. Maddin.

The board was finally constituted on June 19.

The subsequent course of proceedings is set forth in the covering letter from the chairman of the Board printed below. The enquiry extended over several days and was preceded and followed by conciliatory work on the part of the chairman or of the Board collectively.

Acknowledgment from the Company.

The Department formally forwarded copies of the signed agreement to the respective parties to the dispute and received in acknowledgement on behalf of the

company a letter from Mr. Thomas Cantley, General Manager, under date of August 25, from which the following extract is taken:—

"We now wish to take this opportunity of expressing our appreciation of the very painstaking, able and courteous manner in which the Board carried on the protracted and difficult negotiations leading up to the arrangement arrived at on August first; and we wish particularly to give expression to our appreciation for the very able way in which the chairman presided over the deliberations of the Board, and the patience which he and his colleagues exhibited all through the examination of witnesses, and more particularly the conciliatory work which both the chairman and Mr. Maddin took up after the closing of the presentation of each side of the case by the representatives of the employees of the company."

The text of the agreement and of the covering letter from the chairman of the Board is as follows:—

Chairman's Letter.

QUEEN'S UNIVERSITY.

KINGSTON, Ont., August 10, 1908.

HON. RODOLPHE LEMIEUX,
Minister of Labour,

Ottawa, Ont.

Dear Sir:—

I have the honour to report that a settlement has been arrived at in the matter of the dispute between the Nova Scotia Steel and Coal Company and its colliery employees. The agreement which is herewith enclosed, takes the form of a statement of certain changes in the existing rates of pay, as made by the company and accepted by its employees.

The Board appointed to deal with the case consisted of Mr. J. W. Maddin, nominated by the employees, Dr. David Allison, appointed by the Minister of Labour in default of a nomination by the company, and Professor Adam Shortt, appointed on the joint recommendation of the other two members of the Board. The sittings of the Board took place at Sydney Mines, C. B., where the collieries of the company are situated.

On July 10th, I had an interview with Mr. Thos. J. Brown, Superintendent of the N. S. Steel & Coal Company's mines, during which I learned that the company, in accordance with their resolution not to appoint a member of the Board, did not propose to take any part in the proceedings before it, except in so far as they were formally required to give evidence and permit the inspection of their property. Realizing that if this resolution were adhered to there was little prospect of the Board being able to effect a settlement of the dispute, and that its labours would probably end in a barren report, I first endeavoured to remove the misapprehension as to the functions of the Board, which I felt was the basis of the attitude of the company. The President of the company, Mr. R. H. E. Harris, K.C., of Halifax, consented to come to Sydney to discuss the matter. As the result of a meeting between Mr. Harris, Mr. Brown and myself on Monday, July 13th, it was arranged that the company would waive its objections and freely and unconditionally take part in the proceedings before the Board, and that Mr. Brown would conduct the case for the company. Mr. Maddin and myself had already conferred with the committee appointed to conduct the case for the employees, and which consisted of Mr. J. Moffatt, Grand Secretary of the Provincial Workmen's Association, assisted by Messrs. J. B. McLachlan, Ed. Gallagher and Jas. Dorsay.

The Board opened the formal sittings on July 14th. After a general review of the matters in dispute, at the request of both parties, it was resolved to devote the two following days to an inspection of the underground working conditions in the three chief collieries. On Friday, 17th, the Board resumed sittings for the taking of evidence, the case for the employees being first presented. As there were many grades of employment to be considered, both below and above ground, and at the shipping piers, and as the conditions of mining differed considerably in different mines and in different sections of the same mine, a long list of witnesses had to be heard in order to cover the various phases of the work.

The employees had asked that the wages of the day labourers and mechanics in and around the collieries and coal piers, should be increased fifteen per cent. also that the rates for mining coal in collieries Nos. 1 and 5 should be increased fifteen per cent. In the evidence brought forward they sought to show that the day labourers were inadequately paid, in view of the nature of the work to be done and the increased cost of living, also that owing to the difficulties of mining coal in many parts of collieries 1 and 5, due to the amount of timbering to be done, the amount of falling stone to be handled, and the wetness in certain sections of No. 5, the miners were unable to make adequate wages, notwithstanding that special rates were paid and special allowances made to meet some of these conditions.

The hearing of witnesses on behalf of the employees concluded on the 21st. On the 22nd informal conferences were held with representatives of the men and the company, to discuss various phases of the situation as a preliminary to the negotiations which were to follow. On the 23rd Mr. Brown presented the company's side of the case, accompanied by numerous returns taken from the company's books, which were also produced before the Board that the statements might be verified or further information obtained. The members of the Board were also given access to confidential information as to the contracts and earnings of the company. The contention of the company was that they were already paying high average wages, and that while mining in certain portions of their collieries was doubtless difficult, owing to the amount of timbering to be done, falling stone to be disposed of, hardness of coal, and excess of water, yet the company was paying special rates in all these cases, while the extra outlay brought no corresponding return in coal. Attention was also drawn to the fact that in its present financial position under the existing conditions of the coal market and in view of the uncertainties of the future, the company was not in a position to afford any increase in wages. At the same time evidence was furnished that in certain sections of the collieries, particularly in No.

3, very high wages were being made, and that if any change was to take place it must be in the nature of a readjustment of rates.

The formal presentation of evidence being completed, the Board carefully reviewed the whole situation and came to the conclusion that in view of the evidence presented, the company was not in a position to materially increase its expenditure. At the same time it was considered very undesirable that there should exist, within the collieries of the same company, such a wide difference in the earning powers of the miners. The average earnings in No. 1 colliery was \$2.51 per day, while in No. 3 it was \$4.50 per day, and these averages concealed much wider variations between the earnings of miners working equally long hours and with equal diligence. The Board quite recognized that a machine-runner should receive a higher rate of pay than a pick miner, yet they felt that some adjustment of rates was urgently required, alike in the interest of equity and a better feeling among the employees of the company. The Board therefore resolved to recommend to the company and its employees that a reduction be made in the tonnage rates for certain grades of work in colliery No. 3, and that an increase be made in the wages of the day labourers now receiving \$1.38 per day, while some additional provision should be made in for the less remunerative work in No. 1 colliery. No specific amount of reduction or increase was at first mentioned, as further details would depend upon the reception of the principle involved in the adjustment.

The Board itself having reached a quite unanimous opinion on the subject, on July 24th, negotiations with the miners and company were begun on this basis. Very naturally the proposal was most strenuously opposed by the highly paid miners in No. 3 colliery, who, though their lodge was included on the same basis as the other in the application to the Department for a Board, yet made the claim that they were not involved in the matter before the Board as they made no request for a change in conditions. The Board, however, had ruled from the first,

that whatever was essential or pertinent to the ultimate settlement of the matters in dispute would be considered and dealt with by the Board. It was also pointed out that even if the case of the highly paid men in No. 3 colliery were ruled out on technical grounds, it would be open to the company to apply for another Board on the matters ruled out, thereby involving further delay and expense, with lessening prospects of a settlement. The miners in collieries 1 and 5, while acknowledging the hardship of the great inequalities between the earnings of the miners, were naturally reluctant to appear as favouring a reduction in the rates of the highly paid miners in No. 3 that they might benefit, much preferring that their rates should approximate to those of No. 3, if this could be accomplished at the company's expense. Obviously, however, the payment of miners' wages ranging from \$3 to \$6 and \$7, and even occasionally to \$10 and \$11 per day would bankrupt the company. While therefore, it appeared quite evident to the Board that, for several reasons, adjustment was the only admissible solution, it was plainly not to be accomplished without considerable difficulty, and only after much discussion and negotiation. It is unnecessary to detail all the conferences and negotiations which followed and which, considering the importance of the issues for hundreds of individuals, were conducted on the whole, with much moderation and with exceptional forbearance for the Board, the authors and advocates of an unpopular proposal.

When it came to the question of determining the exact amounts of the reductions on the one hand, and of the increases on the other, the Board proposed to the company that, though not in a position to make a regular increase in wages, it might make a contribution in the interests of peace and the establishment of more equitable conditions throughout the collieries. After a consultation with the president of the company, the proposal was met in a generous spirit. The amount to be saved by the proposed reductions was about \$550 per month. To this the company agreed to add another \$300 per month, making the total about

\$850 per month, or something over \$10,000 per annum. This was to be employed first, in increasing to \$1.45 the wages of the day labourers then receiving \$1.38; the balance to be devoted to increasing the allowances for falling stone in No. 1 colliery. The details of the distribution are set forth in the schedules attached to the accompanying agreement.

After being tentatively discussed by the representatives of the miners and the company, the proposals were finally formulated in an award of the Board, which was submitted to both parties to be accepted or rejected as a whole. On July 31st, the employees voted on the matter in their lodges, Mr. Maddin and the chairman attending two of the chief meetings to explain and defend their award. The following morning the delegates from the lodges met in the Sub-Council of the P. W. A. to take final action, when by a majority of two to one, it was decided to accept the award of the Board. The company having accepted also, the Board met the Miners' Committee and Mr. Brown, representing the company, and the enclosed agreement was signed.

I desire to express my personal appreciation of the very admirable spirit in which the committee representing the miners faced a very trying situation. I have also to acknowledge the tactful and eminently fair manner in which Mr. T. J. Brown dealt with the situation as the representative of the company. My colleague on the Board, Mr. J. W. Maddin, as the nominee of the miners, had a particularly difficult position to fill, where the award of the Board was so little attractive to some of the most influential of the miners. He not only maintained an independent and judicial attitude in arriving at the award of the Board, but accepted the fullest responsibility for the award and laboured most actively to secure its adoption.

Yours very sincerely,
(Sgd.) ADAM SHORTT,
Chairman.

Agreement.

In accordance with the recommendations of the Board of Conciliation appointed to deal with the matters in

dispute between the Nova Scotia Steel & Coal Company, Limited, and its colliery employees, the following changes are made in the existing conditions of employment and wage scale to take effect August 1, 1908.

The mining rates at Number 3 Colliery shall be as per Schedule "A" hereto attached.

The amount derived from the difference between Schedule "A" and the rates heretofore existing, together with the sum of three hundred dollars per month to be contributed by the company shall be expended as follows:—

(a) The rate of pay for men heretofore receiving \$1.38 per day shall be increased seven cents per day. This class is defined in Schedule "B" hereto attached.

(c) The balance of the said sum shall be added to the existing scale paid for falling stone in number one mine as per schedule "C" hereto attached.

In behalf of the Nova Scotia Steel & Coal Co., Ltd.

(Sgd.) THOS. BROWN,
Genl. Supt.

Accepted on behalf of the employees.

(Sgd.) JOHN MOFFATT,
G. Sec. P. W. A.

" ED. GALLAGHER,

" J. B. McLACHLAN,

" JAMES DORSAY,
G. Chaplain,

(Sgd.) ADAM SHORTT,
Chairman.

" J. W. MADDIN,

" DAVID ALLISON,

Members of Board of Conciliation.

Sydney Mines, N. S., August 1, 1908.

MACHINE-CUTTING PRICES AT NO. 3 COLLIERY.

Heights.	Rooms.							Pushing.		Rooms.
	Levels per ton 2240 lbs.	Head- ways per ton 2240 lbs.	Deep per ton 2240 lbs.	Under- cutting per ton 2240 lbs.	Shot- firing per ton 2240 lbs.	Leading per ton 2240 lbs.	Up to 200 ft. per ton 2240 lbs.	200' 300' per ton 2240 lbs.	Total @ 200 per ton 2240 lbs.	200' 300' per ton 2240 lbs.
5'0" to 4'7"(ince.)	52	53	75	16	14½	14½	3	4	48	49
4'6" to 4'1".....	58½	59½	85	17½	16	14½	3	4	51	52
4'0" to 3'7".....	65	66	103	20	18½	16	3	4	57½	58½
3'6" to 3'0".....	77	78	114	23½	22	16	3	4	64½	65½

1. Pushing to be paid in Levels and Headings, if no engine or horse employed.

2. Rooms 40 cents each when considered necessary.

3. Rooms broken off back deeps to be 14 ft. wide increasing to 20 ft. wide at 45 ft. in, at which point a Crescent is to be driven 14' 0" wide, all of which will be paid for at Headway prices.

4. Crescents driven out of the ordinary and used for haulage purposes will be paid for at Headway prices.

5. Crescents driven to gain a Room will be paid for at Headway prices.

Sydney Mines, August 1, 1908.

SCHEDULE "B".

No. 1 Colliery:

87 men advanced from	....\$1.38 to 1.45	
2 " " " " " " " " " " " " 1.25 to 1.45	
2 " " " " " " " " " " " " 1.30 to 1.45	\$169.75

No. 2 Colliery:

19 men advanced from\$1.38 to 1.45	\$ 15.75
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No. 3 Colliery:

106 men advanced from\$1.38 to 1.45	\$185.50
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No. 4 Colliery:

13 men advanced from\$1.38 to 1.45	\$ 22.75
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No. 5 Colliery:

1 man advanced from\$1.25 to 1.45	\$ 13.75
" " " " " " " " " " " " 1.38 to 1.45	

\$407.50

SCHEDULE C.

Rates for falling stone in No. 1 Colliery.
August 1, 1908.

For stone 2-in. in thickness	\$.05½	per man per day.
" 3-in.	" .07½	" "
" 4-in.	" .09½	" "
" 5-in.	" .12½	" "
" 6-in.	" .15	" "
" 7-in.	" .17½	" "
" 8-in.	" .20½	" "
" 9-in.	" .22½	" "

Memo.:

The amount reduced at No. 3 Colliery amounted approximately to \$550.00. arrived at as follows:—

Rooms, 20,000 tons per mo. @ ½ ct. (Machine runners).....	\$100.00
Rooms, 20,000 tons per mo. @ 1 ct. (Shot firers).....	200.00
Narrow places, 5,000 tons per mo. @ 5 cts.....	250.00
	<hr/>
	\$550.00

To this is to be added the amount contributed by the company.....	\$300.00
	<hr/>
	\$850.00

This was distributed as follows:—

As per Schedule "B".....	\$407.50
50 % increase for falling stone in Nos. 1 and 5 Collieries.....	450.00
	<hr/>
	\$850.00

II. UNANIMOUS REPORT FROM BOARD IN THE CASE OF THE COBALT CENTRAL MINING COMPANY.

THE Department received word by telegraph on August 29, that a unanimous agreement on the part of the Board concerned had been reached in the case of the Cobalt Central Mining Company and its employees. The formal report in the matter was received from the chairman on September 2.

The application in this case was received on July 20, being signed by Messrs. C. A. Shilson and Michel Marchand. The men concerned were described as miners, engineers, carpenters and labourers, to the number of 105. The dispute related to wages and hours, the application setting forth that the men had on July 1 been notified by the company that the mine would be closed down, and had been then discharged; the superintendent added, according to the application, that the men could resume work by applying next day, but that the daily working hours would be increased from 9 to 10, and there would be a reduction of 25 per cent. from the schedule on which the men were then working.

Mr. Jacob W. Young, General Superintendent of the company; in a statement in reply to the application, said he was unable to justify to the shareholders of his company a continuance of the high wages he had been paying.

The Minister proceeded with the establishment of a Board, appointing thereto, on the recommendation of the company, Mr. C. E. Fraleck of Cobalt, and on the recommendation of the employees, Mr. C. B. Duke of Cobalt.

Messrs. Fraleck and Duke being unable to agree on a recommendation for third member, Mr. John A. Ewan, Toronto, was appointed by the Minister, but Mr. Ewan finding a few days later that he was unable to act at a reasonably early date, withdrew from the Board, and Prof. S. J. McLean, Toronto, was appointed in his place. The Board was finally constituted on August 22, and the telegram announcing a unanimous report on its behalf was received in the Department a week later.

Proceedings Before the Board.

During the proceedings before the Board much interesting information was submitted concerning the duration of the working day and the attitude thereto of various managers. The following details are obtained from the lists of those contributing to the Miners' Hospital:—

On Ten hour day.	No. of men.
Chambers-Ferland.....	36
Silver Queen.....	76
Cobalt Lake.....	80
Coniagas.....	138
Right of Way.....	76
Beaver.....	22
Kerr Lake.....	100
Tretheway.....	110
Nipissing.....	450
Cobalt Central.....	95
Buffalo.....	140
O'Brien.....	181
Trinity Cobalt.....	128
Provincial.....	21
Drummond.....	70
Crown Reserve.....	40
Silver Leaf.....	35

1,793

On Nine Hour Day.	No. of men
Foster.....	39
Nova Scotia.....	72
Temiskaming.....	85
Larose.....	150
City of Cobalt.....	72
McKinley-Darragh.....	153
Townsite.....	29
	<hr/> 600

Cage tenders.....	3.00	"	"
Hoistmen.....	3.10	"	"
Deckmen.....	2.50	"	"
Head Blacksmith.....	4.00	"	"
Blacksmith.....	3.50	"	"
Blacksmith's helpers.....	3.00	"	"

MILL.

Jigmen.....	\$3.00	per shift of twelve hours.
Tablemen.....	3.00	"
Samplers.....	2.75	"
Engine tenders.....	3.50	"
Other labour.....	2.50	"

POWER HOUSE.

Engineer.....	\$3.50	per shift of twelve hours.
Firemen.....	3.25	"
Pipe fitters.....	3.00	"
Machinists.....	3.50	"
Carpenters.....	3.50	"
Teamsters.....	2.75	"

SURFACE LABOUR.

Labour.....	\$2.50	per shift of nine hours.
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In a statement in evidence Mr. J. C. Houston, Manager of the Right of Way Mining Company, stated that he was satisfied he could carry on his mine at as low cost on a basis of nine hours, as on one of ten hours. He stated that he is working his mine on a ten-hour schedule simply because he had accepted this schedule with a view to arriving at uniformity in the hours of labour in mining. Other representatives stated that their companies were entirely satisfied with the results of the nine-hour day. On the other hand the managements of certain mines were opposed to the nine-hour day and their attitude was stated to be the chief obstacle in the way of the more general acceptance of the shorter day. The reference in the third clause of the findings of the Board to Professor Mickle to determine the respective costs of the nine-hour day and of the ten-hour day, is explained as being due to the fact that the management of the mine justify a change to the ten-hour day in part by a reference to the question of costs. Prof. Mickle as provincial mine assessor is necessarily acquainted with the costs of operation and will have ready access to the material. No other person it is added, occupies the same position with respect to the Cobalt mines.

Wages Schedule Prior to July 1.

The following is the wages schedule in force at the Standard Cobalt Mines, Limited, prior to July 1, 1908:—

MINE.

Machine men.....	\$3.50	per shift of nine hours.
Machine helpers.....	3.00	"
Hand miners.....	3.00	"
Pumpmen.....	3.00	"
Timbermen.....	3.50	"
Timber helpers.....	2.75	"
Trammers.....	2.75	"
Muckers.....	2.75	"

The Standard Cobalt Mines, Limited, it may be added, is the company controlling the Cobalt Central Mining Company.

A letter from the chairman to the Department accompanying the findings of the Board states that Messrs. Fraleck and Duke, the members of the Board nominated by the company and employees respectively, were endeavouring to obtain the formal consent of these parties to the provisions of the award and will duly notify the Department of the result of their efforts. The Department had not received further word on the subject when the present issue of the *Labour Gazette* was sent to press, but understood that work was proceeding on the lines of the findings of the Board*

Findings and Covering Letter.

The following is the text of the findings of the Board and of a covering letter from the chairman, addressed to the Deputy Minister:—

OTTAWA, ONT., Sept 1. 1908.

DEAR MR. KING:—

The Board in the Cobalt Central Mining Company case held its sessions at Co-

* The Department received word on September 7 from Mr. Jacob W. Young, Manager of the Standard Cobalt Mines, stating as follows:—"Am pleased to say that the findings of the Board are acceptable to the company as a settlement of the differences with its employees."

balt from August 25th until August 29th. On the evening of August 27th the chairman of the Board explained the provisions of the Industrial Disputes Investigation Act to the employees at the mine. Later in the same evening he attended a conference between representatives of the employees and representatives of the management.

In the course of the evidence brought before the Board material was submitted bearing on the advisability of more uniform conditions of employment throughout the Cobalt mining camp. In the case before the Board the question at issue was narrowed down to the question of the length of the working day. The chairman of the Board and Mr. C. B. Duke, one of the members of the Board, are of the opinion that in any movement for uniformity of hours of labour in the Cobalt mining camp the nine-hour day is preferable to the ten-hour day.

After a careful consideration, which was characterized by an extremely fair and broadminded attitude on the part of the members of the Board representative of the respective parties to the dispute, the attached recommendation was unanimously agreed upon.

Very truly yours,
(Sgd.) S. J. McLEAN.

W. L. Mackenzie King, Esq., C. M. G.,
Deputy Minister of Labour,
Ottawa, Ont.

Findings.

COBALT, August 29, 1908.

IN THE MATTER OF THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

and of a dispute between

The Cobalt Central Mining Co., Ltd.,
Employer.

and

Employees of the said Company,
Employees.

The Board appointed under the Act makes the following recommendation.

1. We are of the opinion that the action of the management in terminating on July 1st, 1908, without adequate notice, the hitherto existing arrangements in regard to hours of labour and wages and abruptly informing the men that they would be continued only on a ten-hour day and a reduction of 25c. per day was unfair to the men.

2. The Board strongly recommends that the management of the Cobalt Central Mining Company should not make any reduction in the scale of wages or the hours of labour in force since July 1st, 1908 until May 1st, 1909.

3. If however, by December 1st, 1908, after the examination of the books of the company by Prof. Mickle, the Mine Assessor, it is found that the cost of mining operations in the period September 1, 1908, to December 1st, 1908, is not less under the ten-hour day than under the nine-hour day that the company then place the men on the nine-hour day.

Sgd.) S. J. McLEAN,
Chairman.

" E. L. FRALECK,

" C. B. DUKE,

III. TWO BOARDS ESTABLISHED IN CASE OF THE CANADIAN NORTHERN RAILWAY COMPANY AND CERTAIN OF ITS EMPLOYEES, AND A THIRD IN THE CASE OF THE CANADIAN PACIFIC RAILWAY AND FIREMEN AND ENGINEMEN IN ITS SERVICE.

THE following new Boards were established during the month, viz:—

1. In the case of the Canadian Northern Railway Company and locomotive engineers in its employ in Ontario and

Quebec, and on the Quebec and Lake St. John Division of the Canadian Northern Railway.

2. In the case of the Canadian Northern Railway Company and railway carmen

employed on the Quebec and Lake St. John Division of the Canadian Northern Railway.

3. In the case of the Canadian Pacific Railway Company and locomotive firemen and enginemen in its service.

The application in the case of the Canadian Northern Railway Company and certain of its locomotive engineers was received in the Department on August 27, being signed by Mr. W. B. Best, of Winnipeg, General Chairman of the Brotherhood of Locomotive Engineers, and Mr. S. White, of Montreal, Secretary of the Brotherhood for the Eastern Lines. The dispute concerned, according to the application, 81 men directly and 261 men indirectly, and related to a question of wages and general conditions of employment, schedules being put in with the application in question, representing in detail the demands made on behalf of the employees. The Minister decided to establish a Board, as requested, and on the recommendation of the employees, appointed Mr. J. Harvey Hall a member thereof. The Department had not, at the close of the month, received a recommendation from the employing company.*

The application in the case of the Quebec and Lake St. John Division of the Canadian Northern Railway and various of its employees, being members of the Brotherhood of Railway Carmen of America, was received in the Department on August 21, being signed by Messrs. John Derosiers, Chairman of the Protective Board of the Carmen's Brotherhood, and Jules Bélanger, Assistant Secretary of the Protective Board of the Carmen's Brotherhood. The number of men concerned in the dispute was estimated at 49. The dispute related to wages, the applicants representing that they had been unable to come to an understanding with the company with reference to the schedule of rates which had been, on April 30th last, laid before the company with a view to having the

same come into effect in the following year. The new schedule contained a demand for an increase in wages, also for improvements in the shop, tending to bettering conditions under which the men were working. The increased cost of living was represented as the reason for asking higher wages. The classes of labour represented in the application, are stated to be painters, carpenters, tinsmiths and blacksmiths. A statement on behalf of the Canadian Northern Railway Company in reply to the application, was received in the Department on August 31st, from Mr. F. M. Spaidal. The statement represented that on June 14, 1907, a schedule of rules and rates was agreed on between the General Manager of the Quebec and Lake St. John Railway and a committee representing the carmen, the effect of which was to grant an increase in rates averaging 20 cents per day. During May, July and August, on various occasions, the General Manager of the Railway met a committee of carmen with regard to the question of making a new schedule, and the men were informed, according to the statement submitted to the Department, "that owing to decrease in traffic which was common to all railroads, the company was unable to increase their rates. It was also proven to the men that their rates compared favourably, and were in many respects higher than wages paid on other roads of similar standing." With regard to the question of shop facilities, the statement in reply submitted that the sanitary conditions were satisfactory, that the shops were well heated and comfortable for the men to eat their noon meal, and that in the petition submitted to the company, the men had asked for a building where they could smoke after dinner. The Manager further stated that since the first of the year, the earnings of the road had shown a decrease weekly, with the exception of three or four weeks. Mr. Spaidal stated that the question of recommending a person for appointment to the Board would be referred to Mr. D. B. Hanna, third vice-president of the railway, at Toronto, and asked that an extension of time be allowed for forwarding to Mr.

* The Board was constituted early in September by the appointment of Mr. H. F. Richardson, Toronto, on the recommendation of the company, and of His Honor R. D. Gunn, Ottawa, junior judge of the County of Carleton, to be third member, on the joint recommendation of Messrs. Richardson & Hall.

Hanna the letter he had received from the Department. The Minister decided, in the meantime, to establish a Board as requested, and appointed thereto, on the recommendation of the employees, Mr. Alfred Chartrain, of Montreal, Que.**

The application in the case of the Canadian Pacific Railway Company and certain locomotive firemen and engineers in its employ was received on August 22, being signed by Messrs. George K. Wark West Toronto, and Eugene A. Ball, Brantford. The dispute was said to concern 2,000 men directly and 5,000 indirectly, and to relate to the alleged wrongful dismissal of two engineers, on whose behalf a reinstatement was requested, together with payment for lost time. The company, in

its statement in reply, urged that the employees in question had not been wrongfully dismissed, setting forth the alleged circumstances in each case, and representing that "the company reserves the right to deal with any failure of duty by any of its employees in accordance with the company's rules and regulations, and in such a manner as seems to its officers expedient, in order to preserve good discipline and efficient service on its lines." The company further represented that the dispute was not of a nature to come properly within the scope of the Act.

The Minister established the Board, and appointed thereto, on the recommendation of the company, Mr. Wallace Nesbitt, K. C., Toronto, and on the recommendation of the men, Mr. J. G. O'Donoghue, Toronto. These appointments were made on August 31, and no further proceedings occurred therefore within the month of August.

** The Board was constituted early in September by the appointment of Mr. E. L. Evans, Quebec, on the recommendation of the company, and of Mr. Cyrille Tessier, Quebec, as third member of the Board, on the joint recommendation of Messrs. Evans & Chartrand.

CHINESE AND HINDU IMMIGRATION TO CANADA—REPORT OF INQUIRY UNDER COMMISSION BY THE DEPUTY MINISTER OF LABOUR.

ON November 5, a Royal Commission was issued to Mr. W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, for the purpose of conducting an enquiry into the methods by which Oriental labourers had been induced recently to immigrate to Canada (*). The first portion of the report of the Commissioner, relating exclusively to emigration from Japan, was laid on the table of the House of Commons on January 20, 1908, and was reviewed in the *Labour Gazette* for February, 1908 (**). The second and third portions of the report, dealing respectively with immigration from China and from India, were pre-

sented to the House of Commons on July 13, 1908, and have been published, together with part of the report, during the past month. A review of Parts II and III is given below.

Immigration from China.

In the portion of the report dealing with immigration from China the following statement with respect to Chinese immigration in previous years, and the measures passed by the Dominion of Canada in regard to this immigration, is given:—

"It was in the days of gold discovery in the mines of Cassiar and Caribou in the early sixties, and of the construction of the Canadian Pacific Railway in the early eighties, that immigration from China to Canada took place on a considerably scale, there being no restrictions of any kind imposed. The numbers became such, however, that in 1884 the Government of the day found it necessary to ap-

(*) For a statement with reference to the circumstances under which the commission was issued, see the *Labour Gazette* for November, 1907, page 561. For a copy of the Order-in-Council by which the commission was constituted, together with a statement with reference to the taking of evidence by the Commissioner, see the *Labour Gazette* for December, 1907, page 695. See also the *Labour Gazette* for January, 1908, page 846.

(**) See page 929. An account is given in the review of the sittings of the commission, the number of witnesses examined and the extent of recent Oriental immigration.

point a Royal Commission to make inquiry concerning this immigration, and in the following year, 1886, a tax of \$50 per head was imposed on every Chinese immigrant. The number of Chinese who had come into Canada at that time was estimated as between nine and ten thousand. The Dominion Census for the year 1891, gave the total of Chinese in Canada as 9,129, of which number 8,910 were in British Columbia. From these figures it would appear that the large influx of Chinese into British Columbia during the building of the Canadian Pacific Railway, was well absorbed, nearly all apparently remaining in this country or others coming in to take their place. During the following decade the numbers so increased that in 1900 the Dominion Government increased the capitation tax from \$50 to \$100, the increase to take effect on January 1, 1901. It was contended by the people of British Columbia that this was inadequate and ineffective in preventing Chinese immigration to Canada, and the government, in the same year, appointed a second commission to investigate concerning Chinese and Japanese immigration into the province. The census in 1901 gave the total number of Chinese in Canada as 16,792, of which by far the greater portion were in the province of British Columbia. The Commission appointed in 1900 found that, as represented, the \$100 head tax upon Chinese was ineffective and inadequate, and recommended that the amount of the tax be increased to \$500. Adopting this recommendation, parliament, in July, 1903, enacted a law placing a tax of \$500 on all Chinese entering the country, but its provisions did not come into force till January 1, 1904. The returns show that between June, 1900, and January 1, 1904, over 16,000 Chinese paid the tax of \$100, as follows:—

Fiscal year, June 1900 to 1901.....	2,518
" " 1901 to 1902.....	3,525
" " 1902 to 1903.....	5,245
June, 1903, to January 1st, 1904.....	4,719
	<hr/> 16,007

"In other words, the total Chinese population in Canada nearly doubled during the years 1900 to 1903, inclusive. Assuming that the bulk of the Chinese who came

into the country remained here, it would appear that at the time the \$500 tax was imposed there were over 30,000 Chinese in Canada, most of whom were in the province of British Columbia. What effect the new legislation had will be apparent from the following figures, which show the number of Chinese who have paid the tax in the years since the \$500 limit was imposed.

From January 1, 1904 to June 30, 1904.....	0
" June 30, 1904, to June 30, 1905.....	8
" June 30, 1905, to June 30, 1906.....	22
" June 30, 1906, to June 30, 1907.....	91
" June 30, 1907, to March 31, 1908	1,482

Result of Increase in Tax.

The report refers to the results of the increase in the per capita tax on Chinese immigrants as follows:—

"Paradoxical as it may appear, the all but complete cessation of Chinese immigration which followed the increase of the capitation tax to \$500, which cessation continued up until the beginning of 1907, and the sharp upward movement which has taken place since, are each, in large measure, the result of the increase in the amount of the tax. "The imposition of a \$500 tax administered a death blow to the work of the labour agencies and contractors. For a while it raised an almost effective barrier against the natural tide. An advance of \$50 or even \$100 to emigrants coming under the guarantee of service was a risk which agencies or contractors, considering first the security of their profits, hesitated to incur; when this amount was raised to \$500, such an advance could no longer be considered as a business proposition. Likewise, the Chinaman who was desirous of having his relatives or friend share his opportunity, discovered that through the imposition of the tax the economic inducement to immigration had been suddenly swept away. At the rate of wages then current for Chinese labour he could extend to his friends no hope of being able to recover, even after many years of industrious toil, an outlay for a mission so considerable. The Chinese at home looked on the new tax as constituting an all but impossible barrier. The Chinamen in the new land had not yet

seen how this barrier was to be surmounted. Then the economic effect of the tax gradually became apparent. The Chinaman who had landed in this country prior to January, 1904, discovered that the state, unwittingly perhaps, had, by restricting further competition from without, created of his labour a huge monopoly; without organization, without expense, without even agitation, every Chinaman became a unit in a labour group more favoured than the most exclusive and highly protected trade union. Then monopoly began to do its work. The Chinaman, discovered his protected position, sought the advance in wages which comes from an increasing demand and a diminishing supply. Within a couple of years the wages doubled, and in some instances, more particularly in the case of servants of a better class, trebled, and even went beyond this point. Yip Sang testified that before the \$500 tax was imposed, he paid Chinamen for packing fish, from \$25 to \$40 a month with food, that now he was obliged to pay for the same services, \$60 to \$70, that in other classes of employment Chinese were obtaining at the present time \$2.50 a day, where, before the tax had been imposed, only \$1 was received. Thus, it has come about that as a result of the rise of wages consequent upon the monopoly created by the tax, Chinamen have found, speaking generally, that once in the country, it is possible to accumulate within half the time, the sum desired, and that thereafter the fortune from year to year is apt to be nearly, or more than double what it originally was."

"It took about three years for the economic changes to work out, and for the Chinaman to become fully aware of the new situation; once cognizant of it, he began to advise his relatives and friends in China."

"With the betterment of their economic conditions, the number of Chinamen returning for a visit to their own country began to increase. This number has grown so steadily since the tax was imposed that during the closing months of the past year, the steamship companies found it next to impossible to afford the accommodation demanded by

Chinamen desirous of returning for a short sojourn to their own land. Many Chinamen who have gone on a visit to their own country have brought back with them relatives or friends. Others who have remained in Canada have sent home money to assist in the bringing of others out. Some have simply furnished the information and have left it to the intending emigrant to procure in such way as he might, the amount that was necessary to pay his passage and the tax imposed."

Incentives to Chinese Immigration.

The report deals with the influences which tend to encourage the immigration of Chinese in the following terms:—

"The difference in the remuneration of labour in Canada and China, and the fact that the savings of a few years here, constitute a life fortune in China, have constituted the main incentives to emigration. The tax and its economic effects account for the numbers being what they are; the assistance given to their relatives and friends by Chinese, either here or in China, sometimes from humanitarian, sometimes from commercial motives, explain the means by which they have come. In addition to this a number of those who are coming at the present time are Chinese who have resided in the United States at one time, or have friends residing here at present. They know conditions on this side of the water, and not being permitted to enter the United States, are coming to this country."

The report then recites the statements of thirty-three Chinese chosen at random among newly arrived immigrants during November, as showing the natural causes to which the immigration is due.

The portion of the report relating to Chinese immigration concludes as follows:

"It will be apparent from the several statements herein set forth, that the immigration of Chinese during the past year has been due largely to the interest taken by those already in this country in their friends and relatives in China. Among the Chinese the family bond is a close one, and in their recognition of its obligations they set an example to other peoples. The number of Chinese in this country being

so considerable, it is not surprising, all things considered, that their relatives and friends should be coming in the numbers they are."

Immigration from India.

Part III of the report, dealing with Hindu Immigration, gives the following account of the extent of immigration from India to Canada during recent years:—

"Of immigration from the Orient, that from India is the most recent. Until the year 1905 immigration from India was practically unknown. Such natives of India as visited Canada, prior to that time, were not immigrants; they were, for the most part, tourists. The returns of the Immigration Department show that arrivals from India to Canada have been as follows:—

Insert 6 pt.

From June 30, 1904, to June 30, 1905.....	45
" June 30, 1905, to June 30, 1906.....	387
" June 30, 1906, to March 31, 1907.....	2,124
" March 31, 1907, to March 31, 1908.....	2,623
Total.....	5,179

Of this number, many were in transit for the United States."

Causes of Hindu Immigration.

The following reference to the causes inducing immigration from India to Canada is given in the report:

"Mr. David E. Brown, general superintendent of the Trans-Pacific Service of the Canadian Pacific Railway, who lived for fourteen years in Hong Kong, and had charge of the company's business in the Orient, when asked before the Commission if he could suggest what had brought the Hindus to Canada in such numbers within the past year, stated in reply that he would say that the movement had had its origin in the visit of the soldiers of the different colonies of the Empire to London, at the time of the Queen's Jubilee; that the Indian troops who had returned home via Canada had been made much of, and were impressed by the country and its opportunities; that Indians were employed very largely as police in Hong Kong, and that it was

from among their number that the movement had started in the first instance. Asked what year that would be, Mr. Brown replied 'five or six years ago, possibly three or four, it was about a year after, or two years after the Queen's Jubilee.' When it was pointed out that the Queen's Jubilee was in 1897, Mr. Brown said: 'Well, say five or six years after they would get back home. As satisfactory reports were sent back by these men on this side, others would be induced to come.'

Commenting on the above, the commissioner states:—

"There are some, doubtless, who share Mr. Brown's view, which at least, is an agreeable one, creating, as it does, the impression that immigration from India had its beginnings from a cause essentially imperial and patriotic. On the other hand, the evidence of the Indians who testified before the Commission indicates pretty clearly that the immigration from India which has been a matter of concern to the people of British Columbia, owes its origin to aims and methods which were anything but imperial or patriotic; that, in fact the influx of recent years has not been spontaneous, but owes its existence in the main to (1) the activity of certain steamship companies, and agents desirous of selling transportation and profiting by the commissions; (2) the distribution throughout some of the rural districts of India, of literature concerning Canada, and the opportunities of fortune-making in the province of British Columbia; and (3) the representations of a few individuals in the province of British Columbia, among the number a Brahmin named Davichand, and certain of his relatives, who induced a number of the natives of India to come to Canada under actual or verbal agreements to work for hire, the purpose being that of assisting one or two industrial concerns to obtain a class of unskilled labour at a price below the current rate, and at the same time, of exploiting their fellow-subjects to their own advantage. Some of the natives may have emigrated to Canada of their own accord or because of the advice or desire of relatives who had come to this country, but had the influ-

ences here mentioned not been exerted, is certain that their numbers would not have been appreciable."

The report then quotes extensively from the evidence to show the part that was played by the steamship agents in inducing Hindu immigration to Canada. The evidence of fifteen Hindu immigrants is summarized to illustrate the causes of the immigration and the methods at work. A copy of a circular issued in India by certain steamship agents is also given.

Conclusions re Hindu Immigration.

The commissioner concludes the portion of his report referring to immigration from India in the following words:—

"It will be apparent from the brief review here given of a part of the evidence, that the immigration from India, and the methods by which it has been carried on, besides occasioning unrest in the province of British Columbia, has resulted in great hardship and injustice to many of the Indians themselves. Apart altogether from the question of whether or not they are suited to this country, it is clear that without some supervision on the part of the authorities which will protect the natives from false representations, it is within the power of a few individuals to create a situation not only prejudicial to the lives and fortunes of hundreds of well-meaning and innocent persons, but of grave concern to the British Empire itself."

General Conclusions re Oriental Immigration.

Referring to the subject of Oriental immigration as a whole, the commissioner concludes his report as follows:—

"The inquiry into the methods by which Oriental labourers have been induced to come to Canada, while it has been concerned first with the immigration from Japan, second, with immigration from China, and third, with immigration from India, has revealed one circumstance of like application to all, and that is the necessity, if movements of this kind are to be properly regulated and controlled, of having in each of the countries of the Orient, a representative of the Dominion, whose duty it would be to keep the Canadian Government informed of matters affecting Canadian interests along other than merely commercial lines. Such representatives should be persons familiar with conditions in Canada, and Canadian affairs, and who might be expected to keep in touch with the official classes of the countries to which they are sent, and advise as to political or other policies of concern to the Dominion. A notification of what was happening in India or Japan, followed by intimations at the proper moment to the parties concerned, as to probable consequences, might have avoided much of the trouble of the past year, which, if it has any significance, bespeaks a growing intimacy in our relations with the East, and the beginning of a class of problems which Canada hitherto has not been obliged to face."

DOMINION LEGISLATION AFFECTING LABOUR, 1908.

THE Parliament of Canada which assembled on Nov. 28, 1907, was prorogued on July 20th, 1908, after a longer session than ever previously recorded. A statement follows of measures enacted of special interest from the standpoint of industry and labour*.

Government Old Age Annuities.

For the encouragement of thrift and the affording of greater facilities for

making provision for old age, the "Government Annuities Act" of the past session, a measure which was originally proposed by the Hon. the Minister of Trade and Commerce in 1907,** authorizes the sale to any person domiciled in Canada of an immediate or deferred annuity "depending on a single life, or partly on a single life and partly for a term of years certain, or of an immediate or deferred annuity

* See also the *Labour Gazette* for March, 1908, p. 120, and for August, 1908, p. 180.

** For a reference to the discussion of this subject during the session of 1907, see the *Labour Gazette* for April, 1907, p. 1061 and for May, 1907, p. 1248.

depending on the joint continuance of two lives, with or without extension of benefit to the survivor."

The purchaser may make payment either in one sum (which must not be less than ten dollars) or by periodical payments. A depositor in any P. O. Savings Bank may transfer his savings to the purchase of an annuity.

Provision is also made whereby corporations may purchase annuities for their members and employers of labour for their employees. In the latter case the employers must enter into an agreement with their employees, in a form approved by the Minister. Any sums of money necessary to the carrying out of this object, whether such sums are derived from the wages of the employees solely, or partly from the wages of the employees and partly from contributions of the employers, or from contributions of the employers solely, may be paid by such employers direct to the Minister, or may be deposited in any Post Office Savings Bank to be transferred by the Postmaster General to the Minister. Any sums so paid, however, shall in any event be held for the exclusive account of the persons in whose names they were deposited respectively.

An annuity may be issued only in favour of the actual annuitant and the amount of the annuity may not be less than fifty nor more than 600 hundred dollars a year. Should, however, payments made be not sufficient to earn the minimum annuity of \$50 per annum, all monies received with compound interest at three per cent. per annum will be returned to the contributor. Except upon the occurrence of invalidity or disablement of an annuitant, the annuity does not become payable until he has reached at least the age of fifty-five years. Eighty years is fixed as the maximum age at which payments for an annuity may be reckoned to commence.

The interest of an annuitant is not transferable, nor is it attachable, though the rights of creditors are protected against certain fraudulent action on the part of an annuitant. In the event of the death of an annuitant before the annuity becomes payable, all monies paid in by him are to be returned to his heirs with

compound interest at three per cent. per annum.

Provision is made in the act for the issuing of regulations, the keeping of accounts and an annual report to Parliament.

During August, Mr. S. T. Bastedo was appointed to the office of superintendent of Canadian Government Annuities dating from September 1st. It is understood that a man starting at the age of twenty and making a payment of 25c. per week (or \$13 a year) until he is sixty, would derive at sixty an annuity of \$129.91 for the remainder of his life. If payments were continued until sixty-five the annuity would amount to \$203.52.

Civil Service Reform.

A very important act of the session was one amending the Civil Service Act, under the terms of which the Inside Service, or the portion made up of the staffs in the employ of the Dominion Government at headquarters, is placed under the control of two commissioners to whom the rank and salary of a deputy minister are attached, though, like the Auditor General, they are removable only on an address by Parliament. Admittance to the inside service is to be in future by competitive examination, with promotion by merit. An organization of the various departments by order-in-council is authorized, the order-in-council to give the names of the several branches or divisions of each department with the number and character of the offices, clerkships and other positions, and the duties and salaries appertaining thereto. The inside service henceforth is to be divided into three divisions, each of which is again divided into two sub-divisions. In the first division salaries in the sub-divisions range from \$2,100 to \$2,800 and from \$2,800 to \$4,000 respectively. In the second division the salaries range from \$800 to \$1,600 and from \$1,600 to \$2,100 respectively, and in the third division from \$500 to \$800 and from \$900 to \$1,200 respectively. It is understood that the third division will consist of clerks whose duties are confined to copying and routine work, but that the duties of clerks in the second division are to be such as to qualify them to hold

positions in the first division. Provision is made for the transfer of employees already in the service to the new classification according to present ranks and salaries. In the past a large number of "temporary" clerks and of clerks who were paid from "outside" votes have been employed at Ottawa on work belonging to the inside service. These are now transferred to the inside service at *pro rata* ranks and salaries. Inasmuch as the new classification involves an increase in the maximum and minimum salaries of the classes, a certain number of the employees will receive an immediate increase in remuneration. The salaries of deputy ministers were increased from \$4,000 to \$5,000 per annum. The act went into force on September 1. The commissioners appointed were Professor Adam Shortt of Queen's University, Kingston, and Mr. Michel Laroche, barrister, of Montreal.

Protection of Children.

In order to restrain the use of tobacco by young persons, a penalty is to be imposed on furnishing tobacco to persons under the age of sixteen, either in the shape of cigarettes, cigarette papers, cigars or any other form. The penalty is fixed at \$10 for the first offence, \$25 for a second offence and \$100 for a third or subsequent offence. The tobacco thus furnished may be seized by a constable if in the possession of any person apparently under the age of sixteen whom he finds smoking or chewing, or about to smoke or chew, tobacco in any street or public place. Juvenile smoking or chewing is also penalized, and precautions are enjoined in connection with automatic machines for the sale of tobacco, so as to prevent the obtaining in this way of tobacco by minors. The provisions of the act do not apply to persons employed in the tobacco trade, other than those which make it an offence for a person under sixteen to use tobacco in any form. The presumption as to age is at the discretion of the Justice unless the age is shown by evidence.

A "Juvenile Delinquents" Act was passed, the preamble declaring it "expedient that youthful offenders should be

classified or dealt with as ordinary criminals, the welfare of Canada demanding that they should on the contrary be guarded against associating with crime and criminals, and should be subject to such wise care, treatment and control as will tend to check their evil tendencies and to strengthen their better instincts." The term "child" in the act means a boy or girl apparently or actually under the age of sixteen years. The act makes provision for a juvenile court.

Liability of Railway Employees for Negligence.

Since the inclusion in 1903 of a clause in the Railway Act (sec. 415) making it an offense for any officer or employee of a railway company to willfully or negligently violate any by-law rule or regulation of the company, when the violation causes injury to person or property, dissatisfaction has been generally felt by employees at prosecutions which have been instituted for the purpose of punishing mistakes occurring through negligence alone. In a corresponding section of the criminal code (sec. 283) a penalty is imposed only upon persons who "by any unlawful act, or by any *willful* omission or neglect of duty, endangers or causes to be endangered the safety of any person conveyed or being in or upon a railway, or aids or assists therein." This is followed by a more general clause which declares every one guilty of an indictable offence and liable to two years imprisonment who by any unlawful act or by doing negligently or omitting to do any act which it is his duty to do, causes grievous bodily injury to any other person. In the opinion of many railway employees the provision of the criminal code in distinguishing, only *willful* negligence for punishment instead of negligence of any kind as under the Railway Act, is in the best interests of justice. On representations to this effect by the associated railway brotherhoods being made during the session, clause 415 of the railway act was repealed.

Legislation Affecting Seamen.

By an amendment of the Canada Shipping Act, any person domiciled in Canada

who is a subject or citizen of a country in which British subjects do not enjoy similar privileges, may be refused admission to examinations to become masters or mates of ships. Ships on coasting voyages must carry a certificated master when they are over 150 tons of registered tonnage, instead of 100 tons as previously. The cases in which a certificated mate must be employed are limited to vessels of over 400 tons instead of 200 tons as formerly. The section of the act prescribing penalties for going to sea without a certificate is made more stringent. The question of fees to be paid on the engagement or discharge of seamen is also dealt with. The duty on vessels arriving at certain points is reduced from 2 to $1\frac{1}{2}$ cents per ton. Ships making or entering a harbour for refuge are exempted from the payment of pilotage dues.

Steamboat Inspection—Examination and Licensing of Engineers.

The portion of the Canada Shipping Act relating to steamboat inspection and the examination and licensing of engineers is amended in a number of important particulars, the application of this part of the act being considerably extended. Reports of injuries to steamboats must henceforth be in writing to the office of the inspector who issued the certificates. The duties of inspectors to see that steamboats have proper lights and fog signals and to see that all changes in certificated officers as reported are more carefully defined. The provisions with regard to the use of wire tiller ropes, or iron rods or chains for the purpose of steering or navigating steamboats, now apply to all steamboats, whereas previously it applied only to passenger steamboats. The conditions under which temporary certificates to act as steam engineers may be granted are also somewhat altered. A third-class engineer is in future qualified to take charge of a tug-boat of not more than 75 nominal horse-power. Engineers may not be employed without a certificate under conditions which are rendered more stringent in future than in the past.

The provisions of the act as to deckloads are considerably altered, also the

part relating to wrecks, salvage and investigations into ship casualties.

The Payment of Bounties.

Under the Lead Bounty Act of 1903, the sum of \$667,404 has been paid in bounties on lead contained in lead bearing ores mined in Canada up to March 31, 1908, while a further sum of \$45,000 was estimated as being payable on or before June 30, 1908. This leaves unexpended about \$1,788,078 of the total amount authorized in 1903, namely, a sum not to exceed \$500,000 in any fiscal year until June 30, 1908. An act was accordingly passed during the recent session continuing the payment of bounties until June 30, 1913. The rate prescribed is 75 cents per 100 pounds of lead contained in lead bearing ores mined in Canada, the total payable in any one year not to exceed, as previously, \$500,000. When the standard price of pig lead in London, Eng., exceeds £14-10 stg. per ton of 2,240 pounds the bounty must be reduced by the amount of the excess. The limit of the amount of bounty payable is placed at \$2,500,000. Payment of bounty may be made at once to the extent of 60 per cent. of the amount of smelter returns, the remaining 40 per cent. to be paid at the close of the fiscal year. If the quantity of lead produced during the year exceeds 33,333 tons of 2,000 pounds each the rate of bounty is to be reduced so as to bring the payments of the year within the limit mentioned above. If charges for transportation and treatment of lead ores in Canada appear excessive, or if there is any discrimination which prevents the smelting of such ores in Canada on fair and reasonable terms, the payment of bounty may be authorized at such reduced rates as are deemed just on the lead contained in such ores mined in Canada and exported for treatment abroad. Provision is made for the extension of the benefits of the act in cases where lead products are manufactured from Canadian ores without the intervention of the smelting process.

A bounty of $1\frac{1}{2}$ per cent. per imperial gallon was authorized during the session on all crude petroleum having a specific gravity not less than .8235 at 60 degrees

Fahrenheit, produced from wells in Canada, or from shales or other substances mined in Canada.

Inspection of Agricultural and Dairy Products.

Two important acts of the session had reference to the grading and inspection of agricultural products. By an amendment of the Inspection and Sales Act the provisions referring to the inspection of butter are repealed, together with a part of the act relating to the inspection of apple packages. With respect to cheese, it is forbidden to incorporate in a new cheese during the process of its manufacture any inferior curd or cheese, or to sell or have in possession any such adulterated cheese. The clause with regard to penalties is also amended and provision made for the appointment of inspectors for the enforcement of the sections of the act referring to offences and penalties. In the portion of the act relating to fruit and fruit marks, culls are defined as "fruit that is either very small for the variety, or immature, or the skin of which is broken so as to expose the tissue beneath, or that is so injured by insects, fungi, abnormal growths, or other causes, as to render it unmerchantable". The definitions of No. 1 and No. 2 qualities are changed, as well as certain provisions concerning penalties for the improper marking of fruit, the tendency of the new provisions being to increase the severity of the act for wrong marking or tampering with marks, both in the case of fruits and of berries, the alternative of imprisonment in default of payment of a fine being imposed. The appointment of inspectors for the enforcement of the portions of the act referring to offences and penalties in the case of fruit marks is also provided for.

By a second amendment of the Inspection and Sales Act as regards grain, a maximum penalty of \$50 is imposed upon any elevator operator who allows the grain in a car ordered east from Winnipeg, for which he signed a bill of lading and from which a sample of grain has been drawn for inspection, to be returned without the

permission of the chief grain inspector to the elevator from which it was loaded. The provisions with regard to the inspection of grain at Winnipeg, Fort William and terminal elevators are made more stringent, also the provision requiring grain of the same grade to be kept together. Provision is made for the issuing by the chief inspector of such rules and regulations governing the inspection and outward shipments of grain from Fort William as will satisfactorily identify the inspection certificates with the lake bill or the railway shipping bill and the lot or parcel of grain covered by such certificate. Amendments were also made in the sections relating to disputes as to grading unclean grain and the grading of wheat and oats.

Some extensive amendments of the Manitoba Grain Act were also passed dealing chiefly with warehouse facilities, the duties and responsibilities of warehouse men, railway companies, commission merchants, track buyers, etc.

In the speech from the throne at prorogation special reference was made to the Manitoba Grain Act and the Grain Inspection Act as protecting the high standards of western grown grain from inferior mixtures and securing to the farmer the increased value attaching to those standards.

Encouragement of the Tobacco Industry.

By an amendment to the Inland Revenue Act, the discrimination against Canadian grown tobacco created by distinctive labels on cigars and tobacco will no longer exist. It is hoped that the improvement and encouragement of the Canadian tobacco growing industry will follow.

Facilitation of Grain Shipments.

By an amendment of the Bank Act, provision is made, under certain restrictions, for an expansion in the note circulation of the Banks during the period of the year in which the crops are being moved. The object of the legislation is to facilitate the rapid transport of the products of Canadian farms to the markets of the world.

Public Lands.

The revision and consolidation of the laws and regulations affecting the disposition of the public lands of the Dominion is of special interest to the western provinces. One of the leading features of the act is the permission it extends to take up a second homestead within a limited area, and for a homesteader to acquire by purchase, the adjoining quarter section. It is intended that the proceeds of these sales shall in the first instance be set apart as a fund for the construction of a railway to Hudson's Bay, for the surveying of which a special grant of \$100,000 was made during the session.

A free grant of land was authorized by special act to the volunteers who rendered service to the empire in the South African war.

The exchange of certain school lands for other Dominion lands was authorized.

The Land Titles Act was amended.

Meat and Canned Foods.

The Meat and Canned Foods Act of 1907 is amended by a clause giving the governor-in-council power to exempt any establishment from the provisions of the act relating to inspection of premises and products. At the same time the provisions re the inspection and marking of packages and the sale of uninspected products are made more stringent.

The Canned Goods Act of the Revised Statutes is repealed.

The Board of Railway Commissioners Enlarged.

Owing to the rapidly increasing number of applications made to the Board of Railway Commissioners the enlargement of the board from three to six members was authorized by special legislation of the session. The organization of the Board was also changed by a provision requiring the appointment of an Associate Chief Commissioner as well as a Chief Commissioner, both of these officers to be or to have been a judge of a superior court of the Dominion or of any province,

or a barrister or advocate of at least ten years' standing at the bar of any province. The powers of the Deputy Chief Commissioner are redefined and the provisions of the act with regard to quorum, procedure, and the property interests of commissioners somewhat modified. More than one sitting of the Board may in future be held at the same time, and provision is made for the establishment of offices elsewhere than in Ottawa. Other amendments refer to the rehearing of applications, salaries of the Board, the service of notices and other documents, and the annual report of the Board.

Telegraphs and Telephones Brought Under the Jurisdiction of the Board of Railway Commissioners.

By an act separate from the above, the jurisdiction of the Board of Railway Commissioners is extended so as to include telegraph and telephone as well as railway companies. Tariffs of telegraph and telephone tolls are to be dealt with by the board in future in the same manner as standard freight tariffs. Telegraphs in this connection include wireless systems. The Board is given special powers in the matter of long-distance connections and the standards of apparatus to be used. Working agreements between companies are to be approved by the Board.

Other Extensions of the Board's Powers.

The jurisdiction of the Board as to agreements between railway companies and other corporations is also enlarged, power being given to enforce such agreements. Where violations occur the Board may take possession of the railway, in which case the officers and employees must obey the orders of the Board or of the person it places in authority in the management of the railway. The provisions of the Railway Act with reference to tolls, demurrage and highway bridges are also amended.

Oriental Immigration.

The "Chinese Immigration" Act was made somewhat more stringent. In the

clause which sets forth the various classes who are exempt from the payment of the per capita tax on entering into Canada, the "minor children" of merchants and clergymen are now allowed to enter free; the law previously specified "children". Duly certified teachers are also allowed to enter, subject to regulation. The clause with respect to the entry of Chinese students is also amended, as also that respecting the transit of Chinese through Canada. The section relating to evasions of the act by Chinese and the penalties imposed is strengthened, the offenders being made liable to deportation as well as to the penalties previously mentioned. A new clause is introduced having reference to the enforcement of deportation in such cases. For aiding and abetting a Chinese to evade the law a fine of \$500 or imprisonment for twelve months, or both, may be imposed. An important change in the act is that requiring Chinese immigrants to pay the tax only on reaching their final destination in Canada.

The recent action of the government with reference to oriental immigration during the year was referred to in the speech from the throne at prorogation in the following terms:—

"The subject of immigration from Japan has received much attention during the year, and it was deemed desirable to send one of my Ministers to Japan to discuss with His Majesty's ambassador at Tokyo, and with the Japanese authorities, the advisability, in view of the local conditions in this country, and other reasons, for restricting such immigration. I am glad to know that a satisfactory arrangement has been effected, and I feel assured that the terms of the agreement will continue to be faithfully carried out.

"An arrangement with regard to immigration from India having also become desirable a representative of the Government was sent to England to discuss the question with the authorities of the United Kingdom, and in this case also with results that promise to be entirely satisfactory."

"In both these cases it has been the desire of my Government that, while caring properly for the interests of the

Dominion, the welfare of the Empire at large should also be regarded."

Railway Construction.

The government was given authority in a special act to take over the "undertaking, assets, property and franchises" of the Quebec Bridge and Railway Company and to proceed with the work, of construction, the sum of \$25,000 being appropriated for the employment of engineers and the preparation of plans and specifications.*

Revotes were passed for subsidies to some 72 projected railway lines. As in previous years, the amount of subsidy is limited to \$3,200 per mile where the cost of construction averages \$15,000 per mile, with a further subsidy of 50 per cent. of the mileage subsidy in excess of \$15,000, the subsidy not to exceed in any case \$6,400 per mile. The conditions accompanying the subsidies are defined as in former years, with special reference to the granting of running powers, transportation of government supplies, production of accounts and the use of steel rails, rolling stock, etc., made in Canada.

Miscellaneous

The Bank of Hamilton pension fund was incorporated.

The Yukon Placer Mining Act was considerably amended.

The Dominion Land Surveys Act was revised and consolidated. The qualification and duties of surveyors, chain-bearers etc., are defined.

Vessels under 150 tons net tonnage are made exempt from signal dues at the port of Halifax, N. S.

The extension and improvement of Meaford Harbour by the Municipality was authorized.

The section of the *Intercolonial and Prince Edward Island Railways Employees' Provident Fund Act*, of 1907, which defines the employees who are not to participate in the fund, mentions in the list those who are discharged for wilful default, misconduct, negligence, drunkenness, fraud or dis-

*See "General Summary" article in present issue.

honesty. It is now provided that employees of this class who have been reinstated become eligible to participate.

The Gold and Silver Marking Act, passed in 1906**, will not come into effect until March 13, 1909.

By an amendment of the Government Railways Act the liability of the government for cattle killed upon the railway and for fires started by a locomotive is more clearly defined.

Acts were passed incorporating the Bank of Winnipeg, the Bank of Vancouver, the Anglo-Canadian and Continental Bank. The merger of the Northern and Crown Banks was authorized.

The provisions of the timber marking act requiring persons engaged in lumbering to use a registered timber mark, under penalty, applied previously only to the provinces of Ontario and Quebec. They are now extended to New Brunswick.

The reduction on the duty on dropped letters in cities and certain towns, and the enlargement of the area within which certain classes of newspapers may be carried free were referred to in the speech from the throne at prorogation.

An Act "respecting co-operation" was introduced in the House of Commons by the Honourable the Minister of Labour, and was passed unanimously by that chamber. The act followed upon an investigation in 1907 by a special committee of the House of which the Hon. the Minister of Labour was chair-

man (†). The bill however, was defeated in the Senate on the recommendation of the Committee on Banking and Commerce, on the ground that the matter was one for provincial rather than Dominion legislation. An Act making it compulsory for all government contracts to include a clause stipulating that no person employed thereunder should work more than eight hours in any one day was introduced, but was not put to a vote. Similarly a resolution with respect to the union label was placed upon the order paper, but was not reached.

The condition of industry and trade throughout Canada during the past few months, and the outlook for the future, were referred to in the speech from the throne at prorogation as follows:—

"When Parliament opened in November last a serious financial depression prevailed throughout the adjoining Republic, the effect of which was far-reaching, involving in a limited degree all those countries having business relations with the United States. The crisis in the money market that followed, coupled with the diminished value of the crops in the Prairie provinces, seriously affected the yearly increasing prosperity which Canada had enjoyed during the preceding eight years. The present hopeful outlook for an unusually large crop of all cereals and other products of the soil, will, it is believed, mark the beginning of another long series of years of plenty and prosperity."

† See the *Labour Gazette* for May 1907, pages 1261-8; see the *Labour Gazette* for November, 1906, page 508.

** See the *Labour Gazette* for August, 1906, p. 195.

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR IN CANADA— SECOND QUARTER OF 1908.

IN the accompanying statistical table detailed information is presented relating to changes in rates of wages and hours of labour reported to the Department of Labour as having gone into effect during the months of April, May and June, 1908.

[Summary of Results.

The downward tendency in wages noted during the first quarter of the year,

as compared with the corresponding period of 1907, among the less skilled branches, especially in the smaller localities, was continued during the second quarter. In the lumbering industry throughout Canada wages have been somewhat lower than in 1907. In manufacturing there was a tendency to reduce scales owing to the lessened activity of production. In the mining industry, on the other hand, wages

were firm and a number of important agreements were concluded which involved improvements in working conditions. In the building trades, the season has been considerably less active than last year, and wages have fallen in some of the smaller localities, though several increases were reported and firmness remained a characteristic of the wages of skilled artisans. In the printing trades the changes of the quarter were in the way of an enhancement in scales. Cotton mill employees, however, had their wages reduced ten per cent. in May. Among railway employees over 600 telegraphers on the Intercolonial Railway system had their wages advanced, but the tendency of shop employees, wages was downward. Civic employees, including firemen and policemen, at several points received important increases. The market for unskilled labour was over-stocked at many points and the general rate was lower than in 1907 (*).

Changes by Industries and Trades.

The following is a statement of the changes in wages and hours of labour reported to the Department as having gone into effect during the first quarter of 1908, according to the several industries and groups of trades affected:

Lumbering.—The tendency of wages in the lumbering industry throughout Canada was downward. In New Brunswick, river drivers, numbering on the St. John River about 3,500, received \$1.50 to \$2.25 per day, whereas the rate last year was \$2.00 to \$2.75. Mill operators also reduced wages about 10 per cent. the following being the comparative scale paid at St. John, N. B., and vicinity:—

Class.	1907 Per Day.	1908 Per Day.
Pilers.....	\$ 2.20	\$ 2.00
Edgermen.....	2.20	2.00
Lath sawyers.....	2.20	2.00
Gang men.....	2.50	2.25
Labourers.....	1.50	1.35 to 1.40
Trimmers.....	1.90	1.75

(*) A tabular statement showing current rates of wages for this class throughout Canada is published elsewhere in the present issue.

In the province of Quebec wages in the mills were about the same as last year, though a better choice of men was available. In the Ottawa valley, owing to a curtailment in the cut of logs in most of the shanties last winter, the number of river drivers on the Ontario side of the Ottawa river was a few hundred less than last year, being approximately 1,400. The wages ranged from \$30 to \$35 for common men and \$48 or \$50 for experts, during the first month of hiring for the drive. There was an upward tendency for the common class toward the close of the season and \$35 was the general rate. Last year \$45 was paid to the general run of river drivers and \$50 to expert men. The wages in sawmills in Ottawa and other towns on the Ontario side of the Ottawa river were the same during the summer as last year, when a 10 per cent. increase went into effect. About 3,000 men are employed. Labourers receive \$1.60 per day, sawyers \$3.50 and many other classes come in between them. In the Georgian Bay district river drivers received from \$26 to \$30 per month, whereas the rates in 1907 ranged from \$28 to \$35. In the sawmills rates were unchanged, ranging from \$1.50 to \$1.75 per day for ordinary hands. Sawyers obtained from \$3.50 to \$4.50 per day, edgers \$2.00 to \$2.25 and lath mill men from \$2.00 to \$2.50 per day. In the Lake Superior region, wages were unchanged from last year, being \$1.50 to \$2.25 per day for river drivers and \$1.00 to \$6.00 per day in the mills.

In British Columbia the labourers employed about the mills in the mountain district was reduced, the rate being \$1.90 this year, compared with \$2.40 last year. Among the employees of the coast camps and mills a considerable reduction went into effect. The amount of employment was considerably less, it being estimated that about 1,500 men were at work in the camps, compared with 4,000 last year. Loggers obtained from \$2.00 to \$4.00 per day, whereas the rate last year was from \$3.00 to \$5.00 per day and upwards. The following is a more detailed schedule of comparative wages:

Class.	1907	1908
(a) Loggers:		
	Per Day.	Per Day.
Fallers.....	\$ 5.50	\$ 4.00
Barkers.....	4.00	3.25
Hook tenders.....	6.00	5.00
Swampers.....	3.75	3.00
Labourers.....	3.25	2.50
	Per Month.	Per month.
Donkey engineers.....	\$ 90.00	75.00
Teamsters.....	125.00	90.00
(b) Sawmill hands:		
	Per Day.	Per Day.
Sawyers.....	\$ 6.00	\$ 5.00
Planer men.....	3.50	2.50
Tallymen.....	2.75	2.00
Ordinary hands.....	2.25	1.75

Mining.—A number of new wage schedules for coal miners were arranged during the quarter under the Industrial Disputes' Investigation Act. In Nova Scotia, 800 employees of the Intercolonial Coal Mining Company, Limited, and 300 employees of the Port Hood and Richmond Railway Coal Company, and in Saskatchewan 90 employees of the Western Dominion Collieries, Limited, were affected (*).

Manufacturing.—Manufacturing establishments were less actively employed than in 1907, and reduction in scale went into effect in many localities, e.g., at Amherst, N.S., Toronto, Berlin, Woodstock, London and other points. The reductions amounted in most cases to about 10%. In the aggregate a considerable number were affected, especially among woodworkers and metal workers.

Building trades.—On the opening of the building season of 1908, the schedules prevailing in 1907 were for the most part renewed. At Toronto, Ont., for example, it was agreed as a result of negotiations conducted during the winter months, that the working agreements governing stone masons, bricklayers and other unions should be renewed on May 1. At Montreal, Que., however, the rate of 50 cents per hour prevailing for bricklayers in 1907 was reduced to a sliding

scale of from 35 to 50 cents per hour according to ability, by order of the Master Bricklayers' Association of the Builders' Exchange. At Berlin, Ont., also wages of this class decreased from 40 to 35 cents per hour. At Ottawa, Ont., on the other hand, bricklayers under the terms of an agreement signed in May, 1907, had their wages increased from 47½ to 50 cents per hour, and at Winnipeg, Man., the rate has been 60c. compared with 55c. in 1907. Painters at St. John, N. B., and at St. Catharines, Ont., had their wages increased during April; in the former locality from \$2.25 to \$2.50 per day and in the latter from 25 to 30 cents per hour. At Midland, Ont., builders' labourers had their wages increased to 15 cents per hour. With the advance of the season and as a result of the fact that operations generally were on a less extensive scale than at the corresponding period of 1907, wages were somewhat downward in certain localities. Carpenters at Ottawa, Ont., for example, and lathers and others at Peterborough, Ont., had their wages reduced.

Printing.—At Niagara Falls, Ont., the eight-hour day was adopted in the various printing establishments of the city, dating from May 1st; at the same time the minimum scale was fixed at \$12.00 per week. Only a very few were affected by the wages agreement, as nearly all were previously obtaining a higher rate.

Negotiations for a raise in wages were completed by the Regina Typographical Union with the master printers of Regina, and an agreement concluded dating from April 1st, 1908, until March 31st, 1909. The chief alteration is in hand composition, which was paid for at the rate of 15 dollars per week of 48 hours, day work, and \$17 per week of forty-five hours, night work, until March 31st, 1908. On and after April 1st, 1908, and until March 31st, 1909, the remuneration for hand work was fixed at not less than \$18 per week of 48 hours, day work; and for night work not less than \$20 per week of 45 hours. The remuneration for linotype machine operators was fixed at not less than \$23 per week of 48 hours, day work, and for night work \$25 per week of 45 hours. A machinist operator may be

(*) See the *Labour Gazette* for June, 1908, pages 1439 and 1451, and the *Labour Gazette* for June, 1908, page 53.

employed who shall receive one dollar over and above the scale for every machine under his charge, the number of machines not to exceed three. Any office running more than three machines shall employ a machinist, said machinist to receive not less than \$28 per week of 48 hours, day work. The term of apprenticeship for beginners on linotype machines was fixed at 13 weeks at the following scale:—

First three weeks, \$12 per week.
Next five weeks, \$15 per week.
Last five weeks, \$18 per week.

If before or at the expiration of said thirteen weeks, the beginner attains a speed of 4,000 ems, nonp., per hour he shall be deemed competent and shall receive the regular scale. For night work the scale shall be one dollar per week in excess of the above during term of apprenticeship. For an operator or an operator machinist on monolines the scale is twenty dollars per week of forty-eight hours, day work; and \$23 per week of 45 hours, night work. Overtime to be paid at the rate of time and one half.

Clothing.—Shoe workers at Berlin, Ont., had their wages reduced 10 per cent. in May.

Textile.—During the month of May a reduction of 10 per cent. went into effect among cotton mill operatives at various points in Ontario and Quebec, employees at the following points being affected:—Montmorency, Magog, Montreal, Valleyfield, Que., and Hamilton, Ont. (*)

Railway employees.—Train despatchers agents and operators to the number of 634 employed on the Intercolonial and Prince Edward Island Railway systems received a new schedule involving an increase in wages dating from April 1. The old schedule ran from \$43 to \$110 per month; the new one runs from \$45 to \$120, though instances of increases as high as \$15 per month occur.

A new agreement affecting railway shop employees of the Canadian Northern

system went into effect on May 1st. Under the agreement, the nine-hour day was made general and a number of machinists, boilermakers and blacksmiths accepted a reduction of two cents per hour. At St. Thomas, employees in the M. C. R. shops were reduced 5c. per day in May.

Street railway employees.—Motormen and conductors (350) employed by the Ottawa Electric Railway Company, had their wages increased one cent per hour in accordance with the following:

Class.	Old Rate. per hour.	New Rate. per hour.
1st year men.....	17½c.	18½c.
2nd year men.....	18½c.	19½c.
3rd year men.....	19½c.	20½c.
After 3rd year.....		Same.

Two cents extra is allowed for Sunday work as previously. The men are granted free uniforms after the first year in the service; previously the company paid half the cost of the uniforms until they were five years in the service. The new scale was granted on a demand of the men for an increase of 4½ cents per hour, which was referred under the Industrial Disputes Investigation Act (*).

Civic employees.—Policemen at Halifax, N. S., had their wages increased from May 1st as follows:—

Class.	No.	Old Rate per year.	New Rate per year.
Chief.....	1	\$ 1,000	\$ 1,400
Deputy chief.....	1	800	900
Detective.....	1	710	850
Assistant detective.....	1	650	750
City marshall.....	1	800	800
Sergeants.....	6	700	800
Privates.....	24	600	650
".....	9	500	600
".....	3	450	500
".....	1	400	500

Four per cent. is to be deducted monthly for superannuation fund. The increase involved in the above amounted to \$3,015.

(*) See *Labour Gazette* for June, 1908, page 1471; for July, 1908, page 71; for August, 1908, page 180, and special article re commission of enquiry in the present issue.

(*) See the *Labour Gazette* for July, 1908, page 51.

CHANGES IN RATES OF WAGES AND HOURS OF

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY.	Approximate number of work- people affected.	Date from which change took effect.	PARTICULARS OF CHANGE.
<i>Building trades—</i>				
Bricklayers.....	Montreal, Que....	500	May 1	Wages reduced from 50 cents per hour to a sliding scale of 35-50 cents per hour according to ability.....
Bricklayers and masons....	Ottawa, Ont.....	300	May 1	Wages increased from 47½ to 50 cents per hour.
Bricklayers and masons....	Berlin, Ont.....	130	May 1	Wages reduced from 40 to 35 cents per hour.
Bricklayers.....	Winnipeg, Man....	300	May	Wages increased from 55 to 60 cents per hour.
Carpenters.....	Ottawa, Ont.....	300	June	Wages reduced from 30 to 25 cents per hour.
Lathers.....	Peterborough, Ont	20	May 1	Wages reduced from 28 to 25 cents per hour.
Plasterers.....	Winnipeg, Man....	450	May	Wages reduced from 55 to 50 cents per hour.
Painters.....	St. John, N.B....	95	April 7	Wages increased from \$2.25 to \$2.50 per day.
Painters.....	St. Catharines, On	30	April	Wages increased from 25 to 30 cents per hour.
Builders' labourers.....	Midland, Ont...	250	June 22	Wages increased to 15½ cents per hour.
<i>Printing and Allied trades—</i>				
Printers.....	Niagara Falls, Ont	11½	May 1	Eight-hour day ¹ established and minimum scale fixed at \$12.00 per week.....
Hand compositors.....	Regina, Sask....	30	April 1	Wages increased \$3.00 per week.....
<i>Clothing trades—</i>				
Shoe workers.....	Berlin, Ont.....	55½	May	Piece work prices reduced 10 per cent. ²
<i>Textile trades—</i>				
Cotton mill workers.....	Ontario & Quebec	8,000	May	Wages reduced 10 per cent. ³
<i>Civic employees—</i>				
Policemen.....	Halifax, N.S....	47	May 1	Wages increased. ³
".....	London, Ont....	46	May 1	Wages increased. ³
".....	Vancouver, Ont..	50	June	Wages increased.
Firemen.....	Berlin, Ont.....	15	May	Wages increased. ³
".....	Vancouver, B.C..	50	June	Wages increased. ³
<i>Railway employees—</i>				
Train despatchers, agents and operators.....	I.C.R. and P.E.I. R. Ry. System	634	Apr. 1	Wages increased by \$2-\$15 per month
Shop employees as follows:				
Machinists,	C. N. Ry. Co. at	150	May 1	Wages reduced 2 cents per hour.
Boilermakers,	Winnipeg, Man.	51	" 1	Wages reduced 2 cents per hour.
Blacksmiths		29	" 1	Wages reduced 2 cents per hour.
Shop employees (M.C.R.)..	St. Thomas, Ont	25	"	Wages reduced 5 cents per day.
<i>Street railway employees—</i>				
Motormen and conductors	Ottawa, Ont.....	350	June 1	Wages increased 1 cent per hour. ³
<i>General transport—</i>				
Ship labourers.....	St. John, N.B....	400	May 1	Wages reduced from 40 to 35 cents per hour.
Teamsters.....	Halifax, N.S....	75	May	Wages increased from 22½ to 28 cents per hour ³

* See the *Labour Gazette* for June, 1908, page 1473.

¹ Including 2 females.

² Including 25 females.

³ See accompanying statement for details as to the nature of the increase.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES F., No. 23.

LABOUR DURING THE SECOND QUARTER OF 1908.

ESTIMATED RATE OF WAGES PER WEEK.		ESTIMATED HOURS OF LABOUR PER WEEK.		CHANGE IN WAGES PER HEAD PER WEEK.		CHANGE IN WORKING HOURS PER HEAD PER WEEK.		MANNER IN WHICH CHANGE WAS BROUGHT ABOUT.
Before Change.	After Change.	Before Change.	After Change.	Increase	Decrease	Increase	Decrease	
\$23.50	\$25.00	50	50	\$1.50				By order of the Master Bricklayers' Association of the Builders' Exchange followed by a strike.*
21.60	18.90	54	54		\$2.70			By agreement signed May 27, 1907.
27.50	30.00			2.50				By order of employers.
16.20	13.50	54	54		2.70			By mutual agreement
15.00	13.50	54	54		1.50			By order of employers.
27.50	25.00				2.50			By mutual agreement.
13.50	15.00	54	54	1.50				By mutual agreement.
12.50	15.00	50	50	2.50				After a strike.
8.40	9.00	60	60	.60				On request of employees, followed in certain cases by a strike.
		54	48					After a strike.
15.00	\$18.00	48	48					6 On request of employees.
								On request of employees.
12.00	10.80				\$1.20			By order of employer.
								By order of employers.]
								On petition of men.
								On petition of men.
								On petition of men.
								On petition of men.
								On petition of men.
10.75	11.25			.50				After negotiations between the parties.
27.50	30.00			3.75				
			54		1.08			After negotiations between the parties.
			54		1.08			After negotiations between the parties.
			54		1.08			After negotiations between the parties.
					.30			By order of employers.
		60	60	.60				After reference under Industrial Disputes Investigation Act.
								By action of ship labourers Association.
12.00	15.00	54	54	3.00				By mutual agreement.

At London, Ont., the police force of the city had their salaries increased from May 1st as follows:—

Class.	No.	Old rate per month	New rate per month
Chief.....	1	\$ 170.50	\$ 187.44
Sergeant-major.....	1	99.08	108.99
Detective-sergeant.....	1	89.84	98.82
Sergeants.....	3	84.53	92.98
Detectives.....	2	84.53	92.98
		per day.	per day.
Acting sergeants.....	2	\$ 2.50	\$ 2.75
1st class constables.....	19	2.23	2.45
2nd class constables.....	6	1.90	2.09
3rd class constables.....	11	1.75	1.92

Civic firemen at Berlin, Ont., had their salaries increased \$25.00 per year the chief obtaining an advance of \$50 per year.

At Vancouver, B. C., a large number of miscellaneous civic employees had their wages increased. Among the number were the city solicitor, the city clerk, the city accountant, the city solicitor's clerk, the city clerks' assistant, certain employees of the board of works and of the board of health, license inspectors, the city janitor, the city treasurer the city assessment commissioners' assistant and the building inspector. Salaries in the fire department of the city were increased as follows:—

Class.	Old rate per month	New rate per month
Chief.....	\$ 165.00	\$ 175.00
Asst. Chief.....	125.00	135.00
Each Captain.....	80.00	100.00
Each Driver.....	77.00	85.00
Head Engineers.....	99.00	110.00
Asst. Engineers.....	.....	85.00
Lieutenants.....	82.50	90.00

The hosemen, pipemen, truckmen, and stokers were divided into three classes and will receive the following salaries according to their class as follows: \$70, \$80, and \$85, according to years.

The police force was increased as follows:—

Class.	Old rate	New rate Per Annum
Chief of Police.....	.....	\$ 2,500.00
Inspector of Police.....	Per month. \$ 126.00	Per month \$ 150.00
Detective sergeant, including clothing.....	96.00	106.00
Detective, including clothing...	87.50	97.50
Station sergeant.....	92.50	102.50
Patrol sergeant.....	90.00	100.00
Fire Warden Sergeant.....	90.00	100.00
1st Class Constable.....	80.00	100.00
3rd Class Constable.....	60.00	75.00
4th Class Constable.....	60.00	70.00
Police Court Clerk.....	90.00	100.00
Police Court Reporter.....	60.00	70.00

General transport.—Ship labourers at St. John, N. B., numbering about 400, accepted a reduction in wages from 40 to 35 cents per hour for the summer season, dating May 1.

At Montreal, Que., an agreement between longshoremen and shipping companies was affected by which the rates of 1907 were continued, but with an improved arrangement relating to the working of the bonus system (*).

At Halifax, N. S., 75 teamsters had their wages increased from 22½ to 28 cents per hour in May.

Unskilled labour.—The rate for this class was on the whole lower than at the corresponding period of 1907. A table showing the rates prevailing throughout Canada, with comparative rates for 1907, is published elsewhere in the present issue.

(*) See the *Labour Gazette* for May, page 1346.

PROCEEDINGS OF ROYAL COMMISSION TO ENQUIRE INTO THE COTTON INDUSTRY IN CANADA.

DURING August the enquiry under Royal Commission into certain matters affecting the cotton industry in Canada, by Mr. W. L. Mackenzie King, C. M. G., Deputy Minister of Labour, begun in July

(*) was continued, sittings being held for

(*) For statement re proceedings during July, see the *Labour Gazette* for August, 1908, page 180. For statement re appointment of commission, see the *Labour Gazette* for July, page 71.

the taking of evidence at Montreal on August 3rd, 4th, 5th and 6th, at Valleyfield on August 7th, and at Magog on August 8th. Later, the commission paid a visit to the mills of the Dominion Textile Company at Montmorency. As frequent references were made in the course of these sittings by both employers and employees to the cotton industry in the United States and its bearing upon conditions in Canada, Mr. King also paid a visit before concluding his enquiry to some of the large cotton mills at Lowell and Fall River, Mass., of a class similar to those in Canada. In addition to being allowed a personal inspection of these mills, the commissioner had several valuable interviews with employers and employees, and took occasion to confer with officials of the State Bureaus of Labour in Massachusetts, New York and New Hampshire, concerning the laws and industrial conditions affecting cotton operatives in these states.

During the sittings of the commission at Montreal in August, Mr. Emile Ouellette, of the Federation of Textile Workers, and a number of other cotton mill employees, gave evidence as to wages and conditions of employment in the mills. The testimony of a number of female employees was also heard. Mr. J. Taylor, superintendent of the Dominion Textile Mills, was examined as to the causes of recent labour disturbances and the part borne therein by officers of the Federation. One of the most important features of the evidence here taken had reference to the employment of child labour in the mills, several boys and girls being ex-

amined as witnesses and some very important facts being elicited as to conditions surrounding the employment of children in establishments of this class. At Valleyfield also, the examination of child employees was a feature of the evidence; Mr. James Mitchell one of the provincial factory inspectors, gave an account of the methods adopted in the carrying out of the provision of the law with regard to child labour. Other witnesses examined at Valleyfield were Mr. C. E. Hanna, secretary-treasurer of the Dominion Textile Company, Limited, who gave evidence as to the financial position, number of employees, etc., of the company; Mr. C. B. Gordon, second vice-president and general manager; and Mr. Louis Simpson, general manager of the Montreal Cotton Company's Mills, at Valleyfield. At Magog, Que., Mr. A. B. Mole, general manager of the Dominion Textile Company, gave evidence as to the condition of the industry at the present time, and Superintendents Hindle and Wilson gave evidence as to the causes of friction, and suggested remedies.

In all, 56 witnesses were examined by the commissioner, including the managers and chief officers of the Dominion Textile Company and of the Montreal Cotton Company, 12 superintendents and overseers, the leading union officials, 23 male operatives and 9 female operatives. In addition, 45 exhibits were filed before the commission.

The report of the commissioner had not been completed up to the close of the month.

SUNDAY LABOUR ON RAILWAYS—APPLICATION OF RAILWAY COMPANIES BEFORE BOARD OF RAILWAY COMMISSIONERS—COUNSEL APPOINTED FOR DEPARTMENT OF LABOUR.

DURING the month of August, Mr. W. D. Lighthall, K.C., was appointed counsel by the Honourable the Minister of Labour to represent the Department of Labour in connection with the hearing of an appeal before the Board of Railway Commissioners by the Grand Trunk Railway Company with reference to the interpretation of certain sections of the Lord's Day Act.

The application of the company had reference chiefly to the handling of trains and cars on Sundays, and the definition of what constitutes "works of necessity" for railroads under the act. In full the appeal of the company was for permission for "the said company, by its servants, workmen, and agents, in order to prevent undue delay to traffic, to do any Sunday work incidental to the continu-

ance of its destination of freight in transit at the beginning of such Sunday, notwithstanding that the cars containing such freight and forming part of any train so in transit may not have a common destination, but may require to be switched, shunted or otherwise dealt with at railway yards, divisional, or other points, for the purpose of being sent on to their several destinations; and for an order also permitting the said company to do such work upon any Sunday as may be necessary for the purpose of furnishing to persons engaged in any manufacturing or other industry, or to shippers of live stock, a continuous railway service without which such persons would be unduly hampered and delayed in their said business; and for such further and other order as to the Board may seem meet upon the evidence to be adduced before them as hereinafter stated."

The Pere Marquette Railway Company also made application, under sub-section (x) of Section 3 of The Lord's Day Act, 6 Edward VII, Chapter 27, for permission to "the said company, its servants, workmen, and agents to do on Sunday any work incidental to the operation of their International Car Ferry, the Canadian port of which is Port Stanley, in Lake Erie, and which work is incidental to the continuance to its destination of freight in transit, or in cars forming part of a train in transit at the beginning of such Sunday, notwithstanding that the cars containing

such freight and forming part of any train so in transit have to be separated from the train for the purpose of loading the same or unloading the same from such car ferries, and awaiting the return of the car ferry with the remainder of the said train, and may require to be switched, shunted, or otherwise dealt with, to enable such train to proceed to its destination."

The application came up for hearing on Sept. 1 and 2, Mr. W.S. Buell, K.C., appearing as counsel for the Department of Railways and Canals, Canada. The Lord's Day Alliance, the Rational Sunday League, and the two railway companies affected were also represented by counsel.

In the course of the evidence the express requests of the Grand Trunk Railway Company were presented as follows:

1. Permitting the company to do on Sunday work incidental to the continuance to their destination of cars in transit at the beginning of such Sunday, notwithstanding that the cars may not have a common destination.
2. Permitting the company to do such work Sunday necessary for the purpose of furnishing to shippers of live stock, a continuous railway service.
3. Permitting the company to do such work on Sunday as may be necessary from lake ports to furnish a continuous railway service for carrying grain from elevators and vessels.
4. Permitting the unloading of grain from vessels at lake ports, and the loading of grain into cars at such ports.

On behalf of the Department of Labour Mr. Lighthall placed before the Commission representations received in the Department on behalf of various railway organizations in support of the Lord's Day Act in its present form and opposing the appeal of the railway companies.

AGREEMENT EFFECTED BETWEEN THE LONGSHOREMEN OF PRESCOTT, ONT., AND THEIR EMPLOYERS.

DURING the month of July representations were made to the Department on behalf of the longshoremen of Prescott, Ont., to the effect that they were unable to come to an agreement with the Geo. Hall Coal Company of Ogdensburg, N.Y., a firm which conducts an extensive coal business at Prescott, on the Canadian side of the St. Lawrence. The differences related to wages and had resulted in leaving unemployed a considerable number of men who had been employed as longshoremen during a num-

ber of years. The Department entered into communication with the Geo. Hall Coal Company, and as a result of the negotiations that followed an agreement was made on July 30th, good from that date to the opening of navigation, 1910. The text of the agreement in question is as follows:—

Text of Agreement.

Agreement made this 30th day of July, 1908, between the Geo. Hall Coal Com-

pany of Ogdensburg, N. Y., and Local Union No. 244, I. L. M. & T. A. of Prescott, Ont., for labour at their derrick at Prescott, Ont.

The term of this agreement is from date hereof to the opening of navigation 1910.

The wages are to be 32½c. per hour for day work, 40c. per hour for night work and 50c. per hour for Sunday work for labour unloading boats during the season of navigation, and 15c. per hour for outside labour and winter work on coal pile, it being understood that trimmers shall be started at work one half hour after the clams start to hoist coal.

The present labour employees of the Hall Company not to be discharged, but additional labour required, or vacancies for the balance of the season of 1908, to be filled with competent union men satisfactory to the Hall Company.

After the close of navigation, 1908, members of Local No. 244, I. L. M. & T. A., employed provided the union furnishes all the labour required by the Hall Company and satisfactory to the Hall Company. On failure to do so non-union men may be employed.

Hall Company agrees not to be prejudiced or arbitrary in passing judgment on the qualification of the union labour, but to be absolutely fair. Boys and inexperienced coal shovellers or disturbers not to be considered competent labourers.

The men to work to the satisfaction and under the supervision of and at such times and places as directed by the foreman of the Hall Company, and when boats can be unloaded by 7 o'clock in the evening to continue work without supper. When they cannot finish the boats at that time to work after supper not later than 10 o'clock on any day except Sunday. Supper time not to exceed one hour.

It is understood and agreed by and between the parties hereto, that neither whiskey, beer nor any spiritous liquor shall be permitted on the premises or vessels, nor shall any employees of the Geo. Hall Coal Co. leave the premises for the

purchase of liquors during working hours, and any one deviating from this rule shall be immediately dismissed, and at the option of said Hall Company may not be again engaged during the current season of navigation.

Any matters of dispute to be adjusted if possible between a committee of the union and the Hall Company.

On failure to do so by arbitration.

The Union to select one arbitrator and the Hall Company another and the two so selected, the third. On failure to select the third, or umpire, within three days after notification the umpire to be appointed by the Department of Labour at Ottawa on application of either party on three days' written notice to the other party.

The decision of the arbitrators to be final and binding on both parties. The work to continue pending a decision of the arbitrators.

It is understood and agreed that the Hall Company sells cargoes of coal to different parties in Prescott alongside and the fact that such parties may employ non-union labour to unload such cargoes shall in no way interfere with Hall Company's barges.

Local Union, No. 244 I. L. M. & T. A., and Hall Company both agree to honestly and fairly carry out the above agreement and the International Longshoremen M. & T. A. guarantee a faithful performance of this agreement on the part of Local No. 244 of Prescott.

Approved:

GEO. HALL, COAL CO.

Per J. C. HOWARD,
Treasurer.

SAM'L. H. SANDERSON,
For Local No. 244,
Prescott, Ont.

SAM'L. H. SANDERLON,
Vice President,
I. L. M. & T. A.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES B, No. 29.

RATES OF WAGES OF UNSKILLED LABOUR IN CANADA, 1908.

Locality.	Rate.	Remarks.
<i>Nova Scotia</i> —		
Sydney.....	Cities and towns, \$1.50 per day; colliery districts \$1.52 per day.	In 1907 rates were: Cities and towns, \$1.50; colliery districts, \$1.38 per day. Labour supply exceeds demand.
Halifax.....	15-19c. per hr. according to ability.	Rate last year was from 16c. upward. Supply greater than demand.
Westville.....	\$1.40 per day.....	Same rate last year. Supply exceeds demand.
<i>Prince Edward Island</i> —		
Charlottetown.....	\$1.00 to \$1.25 per day.....	Same rate last year. Supply exceeds demand.
<i>New Brunswick</i> —		
Moncton.....	\$1.50 per day.....	From 10 to 20 c. per day less than last year.
<i>Quebec</i> —		
Quebec.....	\$1.50 per day of 10 hours.....	Rates last year were: 17½ to 20c. per hour, per day of 10 hrs. Supply exceeds demand.
Sherbrooke.....	\$1.35 to \$1.50 per day of 10 hrs.....	Last year's rate was the same. Demand and supply about equal.
St. Hyacinthe.....	\$1.50 per day of 10 hours.....	Same as last year. Supply exceeds demand.
Hull.....	Corporation labourers \$1.75 per day of 10 hours.....	Same as last year. Demand and supply about equal.
<i>Ontario</i> —		
Ottawa.....	\$1.25 to \$1.60 per day of 9 hours.....	Rates last year were: \$1.25 to \$1.75 per day of 9 hours.
Belleville.....	\$1.00 to \$1.50 per day of 10 hours.....	Rates last year were \$1.25 to \$1.75 per day. Supply exceeds demand.
Kingston.....	\$1.25 to \$2.00 per day of 9 hours.....	Last year's rate \$1.40-\$1.75 per day of 9 hours. Demand for labour greater than supply.
Peterborough.....	\$1.60 per day of 9 hours.....	Rate is 15c. per day less than last year. Supply exceeds demand.
Niagara Falls.....	\$1.25-\$1.50 per day of 9 hours.....	Rate last year was, \$1.50-\$2.00 per day. About 1-3 of unskilled labour unemployed.
<i>I. Catharines</i> —		
Hamilton.....	\$1.50-\$1.75 per day of 9 hours.....	Rate last year was: \$1.75-\$2.00. Not much demand for labour.
Brantford.....	17½-25c. per hour.....	Rate last year was, 18c. per hour. Supply exceeds demand.
Guelph.....	12½c. per hour.....	Rate last year, 13½c. Supply greater than demand.
Berlin.....	\$1.75-\$2.00 per day.....	Same as last year.
Windsor.....	\$1.50-\$1.90 per day.....	Same as last year.
Woodstock.....	\$1.25-\$1.50 per day.....	Rate last year was \$1.65 per day. Supply greatly exceeds demand.
London.....	\$1.50 per 9-hour day.....	Rate last year was, \$2.00 per 9-hour day. Supply greater than demand.

St. Thomas.....	15-17c. per hour.....	Last year's rate was, \$1.50 to \$1.75 per day. Men are plentiful. 10% lower than 1907. Supply exceeds demand.
Chatham.....	\$1.50 per day of 10 hours.....	Rate last year was, \$1.50-\$2.50 per day. Supply equal to demand.
Windsor.....	\$1.50-\$2.00 per day.....	Unchanged from last year. Supply exceeds demand.
Sault Ste. Marie.....	\$1.75 per day of 10 hours.....	Last year's rate was 20c.-25c. per hour. Supply farther in excess of demand.
Fort Arthur.....	17½c. per hour.....	
<i>Manitoba—</i>		
Winnipeg.....	15c.-20c. per hour.....	Rate last year was, 20c.-25c. per hour. Supply exceeds demand.
Brandon.....	17½c. per hour.....	Rate is 2½c. per hour lower than in 1907. Supply exceeds demand.
<i>Saskatchewan—</i>		
Moose Jaw.....	20c. per hour.....	Rate last year was, 22½c. per hour. Supply exceeds demand.
Regina.....	\$1.50 per day.....	Rate last year was, \$2.00-\$2.50 per day. Supply exceeds demand.
<i>Alberta—</i>		
Calgary.....	25c. per hour.....	2½c. per hour less than in 1907. Supply greater than demand.
Edmonton.....	25c. per hour per day of 9 hours.....	Same rate as in 1907. Supply greater than demand.
<i>British Columbia—</i>		
New Westminster.....	\$2.00 per day of 10 hours.....	Rate last year was, \$2.50 per day of 10 hours. Supply exceeds demand.
Victoria.....	\$2.25 per day of 8-hours. Some labourers were*working for \$1.50 per day; but \$2.25 was the general current rate	Unchanged from last year. Supply exceeds demand.
Nanaimo.....	\$2.50 per day of 9-hours.....	Same rate as last year. Supply greater than demand.

* The rates of wages published in this table are based on information forwarded to the Department during the month of July, 1908, by correspondents to the *Labour Gazette* resident in the several cities of Canada.

RATES OF WAGES AT WINNIPEG, MAN.

The following table of rates of wages and hours of labour current at the present

time, at Winnipeg, Man., was furnished to the Department by Mr. W. H. Reeve, Fair Wages Officer of Manitoba, and Statistician of the Winnipeg Trades and Labour Council:—

WINNIPEG RATES OF WAGES (1908).

Building Trades.	Rate per Hour.	Hours per Week.
Bricklayers and masons.....	\$.60	53
Carpenters.....	.35	53
Electricians.....	.35	53
Lathers.....	.40	54
Labourers (builders).....	.25	60
Labourers (ordinary).....	.20	60
Plumbers and steamfitters.....	.50	48
Plasterers.....	.50	54
Painters.....	.30	54
Sheet metal workers.....	.39	54
Structural iron workers.....	.40	53
Steam hoisting engineers.....	.40	60
Team and waggon.....	.50	60
Team driver.....	.20	60

Railway and Metal Trades.	Rate per Week.	Hours per Week.
Boilermakers.....	\$13.65 to \$23.50	52½
Blacksmiths.....	20.80	54
Blacksmiths' helpers.....	16.20	60
Carmen (Railway).....	17.50	54
Iron moulders.....	17.87½	55
Steamfitters (locomotive).....	16.75	54
Machinists.....	22.46½	52½
Maintenance-of-Way-men.....	1.75 to \$3.75 per day	60

Miscellaneous.	Rate per Week.	Hours per Week.
Bakers and confectioners.....	\$12.00 to \$18.00	60
Barbers.....	15.00 to 24.00	63½
Commercial telegraphers.....	15.00 to 22.50	48
Musicians.....	1.00 per hour	..
Street railway employees.....	11.45 to 14.10	54
Tailors.....	17.00	60

Government, telephone construction employees.	Rate.	Hours per Day.
Foremen.....	\$85.00 per month	9
Sub-foremen.....	80.00 "	9
Cablemen.....	.27½ per hour	9
Troublemakers.....	.30 "	9
Linemen.....	.27½ "	9
Labourers.....	.20 "	9

Camp cooks, from \$60.00 per month up—according to size of gang.

Camp cookees, from \$30.00 per month up—according to size of gang.

THE TEACHING OF AGRICULTURE IN ONTARIO.

FOR nearly fifty years, the subject of agricultural instruction in one form or another has been before the people of Ontario. The first text book on the subject dates from 1860. In 1890, a second text book for use in the schools was issued, and some eight or nine years later, a third. None of the efforts made in this way, however, were successful in providing a systematic method for agricultural teaching, largely through the difficulty of obtaining teachers who were qualified to give instructions on the subject.

With this difficulty in view, a new method was suggested in 1906, by C. C. James, the Deputy Minister of Agriculture for Ontario. The suggestion was in effect that the Department should utilize the services of graduates of the Agricultural College, and that the work should be carried out in connection with the High Schools of the province. About the same time, a similar suggestion was placed in the hands of the government by Dr. Seath, Superintendent of Education for Ontario.

It was resolved to start on a small scale, and six graduates of the Agricultural

College were in the first instance chosen for the work, the schools selected included three in eastern and three in western Ontario. A very important feature of the arrangement was, that there should be established in connection with each one of these schools an office in which outside work might be done with the farming community, and the confidence of the farmers of the neighbourhood gained. The teacher was instructed to attend farmers' institutes, etc., carry on live stock classes, poultry and fruits institutes, etc., and thus gradually convince the farming community that his services would be of benefit, with the ultimate result that pupils would be attracted to his class-rooms. In this way it was hoped that there might gradually be inaugurated in the province a movement which will uplift the whole farming community, and turn many of the high schools from being training centres for business and professional life alone into agricultural schools as well.

The six schools and teachers first selected by the government were as follows:

County.	Town.	Teacher and Department Representative.
Lanark	Perth	R. S. Hamer, B.S.A.
Waterloo	Galt	F. C. Hart, B.S.A.
Essex	Essex	A. McKenney, B.S.A.
Simcoe	Collingwood	R. E. Mortimer, B.S.A.
Dundas	Morrisburg	W. A. Munro, B.A., B.S.A.
Victoria	Lindsay	F. H. Reed, B.S.A.

The course of study in agriculture was designed to cover two years, corresponding with the present two years' course in commercial work given in many of the high schools of the province. The work was framed somewhat in accordance with the experience of the recently established American agricultural high schools. The subjects included are agricultural physics, chemistry, agricultural botany, horticulture, field husbandry, animal hus-

bandry, dairy husbandry, poultry, farm carpentering, farm arithmetic and book-keeping, forestry, farm crops, plant diseases, economic insects, garden work, farm management and manual training.

The report of the provincial inspector of the agricultural departments in the high schools for 1907, recently issued, states that the experiment had met with success, and in the opinion of the inspector will probably prove one of the most im-

portant movements ever adopted in agricultural education. The greatest enthusiasm has been manifested by the various instructors. The organization work in particular has grown, it having been demonstrated that the work was popularized more easily through the office than through the school. It is now suggested that a second instructor be

appointed in each of the schools, with the idea of making the work appeal to the boys and young men on the farm.

Two additional instructors have been recently appointed by the Department, namely, Mr. R. M. Winslow, at Picton, for Prince Edward county, and Mr. J. H. Hare, at Whitby, for Ontario county.

DISASTROUS FOREST FIRE IN EAST KOOTENAY, B.C.—TOWN OF FERNIE, B.C., DESTROYED.

ON August 1st and 2nd, a disastrous forest fire swept over a portion of the Elk River Valley in East Kootenay, B.C., destroying the town of Fernie, B.C., having a population of 4,000, and causing the loss of sixteen lives and of property estimated at the value of upwards of \$2,500,000. The burnt area extended over 30 miles in length and from 2 to 10 miles in width. Besides Fernie, the towns of Hosmer and Michel and a large mining plant on Coal Creek are situated in the district, but the only severe loss was at Fernie and at the various lumbering plants throughout the district.

It was estimated that over 5,000 persons were rendered homeless by the fire. Of these a large number were cared for in the neighbouring municipality of Cranbrook, and in response to an appeal from the Mayor of Fernie contributions aggregating upwards of \$50,000 were forwarded by a number of cities, towns and individuals throughout Canada during the first week succeeding the fire. The city of Spokane, Wash., and other municipalities in the United States also forwarded supplies and money for immediate use. The amount of these subscriptions was largely augmented later, when over 100 municipalities, governments, etc., contributed sums ranging from \$100 to \$10,000 each. Committees were immediately organized for caring for the refugees and for the distribution of relief, and the prompt action taken in this connection had the result of alleviating much of the suffering entailed by the calamity.

Among the heaviest losers by the fire were the Canadian Pacific Railway, (\$200,000); the Great Northern Railway

(\$250,000) and the Crow's Nest Pass Coal Company, (\$200,000). The losses of the various lumbering companies operating in the district will be very heavy in standing timber and sawmills. The losses of the insurance companies will exceed \$1,500,000. As the Crows' Nest Pass mines of the district form the source of the coke and coal supply for the smelters of the Kootenay district, some embarrassment to the metal mining camps resulted from the fire. Shipments of coal, however, were soon resumed and every effort was being made to overtake the coke scarcity.

Under date of August 9th a second appeal was issued by the Mayor of Fernie addressed to the people of Canada as follows:—

"On behalf of the citizens of Fernie, which was almost totally destroyed by fire one week ago, I venture to make a further appeal for financial assistance. The generous response to our first call for aid has enabled the council and committee to make satisfactory provision for the most urgent needs. The extent of the distress which has been caused is only now being revealed, however, and the great work of relief lies ahead of us. The sacrifices of the railway companies and the heroism shown by their employees at the time of the fire were responsible for the saving of hundreds of lives, and the fact that 5,000 people have since been kept from starvation can be attributed to the bounty of friends, not only in this country, but in Spokane and other portions of the United States. Further supplies will be required before long, and in the meantime money is needed to furnish

protection to the population in various ways. Sanitary conditions must be restored, shelter must be provided against the coming of inclement weather, medical supplies must be purchased, and every precaution must be taken to prevent an outbreak of disease, which at this time is our greatest menace. Out of 800 dwellings only 28 remain, which means that about 150 people out of a population of about 6,000 have shelter over their heads. The balance are homeless, without furniture, without clothing, without household utensils, without food, without sup-

plies or resources of any kind. A realization of the actual situation is, we consider, alone necessary to give the outside world a true idea of the pressing need for financial aid."

The sanitary conditions of the camps of refugees were under careful supervision and the outbreak of an epidemic, which was at one time feared, was regarded as passed in the closing days of the month. The work of re-building the city was started at once, though full activity will not be begun until the settlement of the insurance claims.

ANNUAL MEETING OF THE MARITIME BOARD OF TRADE.

THE fourteenth annual meeting of the Maritime Board of Trade, consisting of delegates from boards of trade in New Brunswick, Nova Scotia and Prince Edward Island, was held at Halifax, N.S., August 19-21.

The president's report reviewed the industrial conditions of the year. The quietness of the lumber trade, owing to the low prices prevailing in the foreign markets, was referred to. The abundance of the supply of coal, iron, lumber and other material and the excellent transportation facilities of the Maritime provinces were mentioned as predetermining a rapid growth of the manufacturing industry. The encouragement of immigration and of technical education were recommended. There are now 18 schools for coal miners, 12 for steam and mechanical engineers, and 4 for instruction in general industrial processes, with an attendance of 1,300 students, in Nova Scotia. In the fishing industry, it was stated, the decline in prices has been offset by the largeness of the catch. The introduction of steam trawling was referred to as a new feature in this industry. The necessity for the double tracking of the Intercolonial Railway from Moncton to Halifax and St. John and for an improved steamship service with the West Indies were mentioned. An analysis of business conditions in the Maritime provinces showed, according to the president's

statement, that though caution and restriction were necessary the effect of this restraint would ultimately be beneficial.

Among subjects that were discussed at the meeting and with regard to which resolutions were passed, were the following:—The shortening of the Intercolonial Railway between Moncton and Halifax; the prohibition of the exportation of pulp-wood; the granting of running rights to the Canadian Pacific Railway over the Intercolonial Railway; the extension under subsidy by the Dominion government of the Halifax and Bermuda cable to the West Indies and British Guiana; the acquirement by the Dominion government of the railways in western Nova Scotia; the utilization for power generating purposes of the tidal rivers of the Basin of Minas and the Bay of Fundy; the inspection of butter; the improvement of highways; the reduction of telephone tolls and express rates; the appointment of a Fisheries' Board for the Maritime provinces and the endorsement of the All-Red line.

The officers of the Board were elected as follows:—

President,	Hon. G. E. Hughes,	Charlottetown.
1st Vice-president,	W. B. Showball,	Chatham.
2nd Vice-president,	F. C. Whitman,	Annapolis.
Secretary-Treasurer,	C. M. Creed,	Halifax.

The next meeting of the Board will be held at Charlottetown, P.E.I.

THE INTERNATIONAL CO-OPERATIVE ALLIANCE—REVIEW OF RECENT CORRESPONDENCE BULLETIN.

IN connection with the operations of the International Co-operative Alliance, a bulletin is issued from time to time in English, French and German, giving a review of recent proceedings of the Alliance and of other matters appertaining to the co-operative movement in Europe. A copy of the bulletin issued in June, 1908, was recently received at the Department. The following is a brief reference to the more important subject-matter of the issue.

Meeting of the International Committee of Wholesale Societies.

The first meeting of this committee was held at Newport, Eng., on June 6. The question of joint-buying by the different wholesale societies was discussed and a sub-committee appointed to which all proposals concerning international joint-buying and exchange of commodities between the different wholesale societies was referred for examination and report.

Co-Operation in Denmark.

On May 29th and 30th the annual meeting of the Danish Wholesale Society was held at Copenhagen. About 1,200 distributing societies were represented by 1,500 delegates. Representatives from Germany, England, Finland, Holland, Norway, Sweden and Switzerland were present. The yearly turnover was shown to have risen from £1,729, 911 in 1906 to £2,049,454, an increase of about 15 per cent. The surplus for the year 1907 amounted to £91,164. In all 1,188 stores have joined the society. An active use of the savings bank affiliated to the society was advocated. Depreciation to the amount of £27,500 was provided for. A deputation of co-operators and technical trade unions recently waited upon the prime minister of Denmark to urge him to lessen the existing lack of work by making it possible for the unemployed to work on the land.

France.

The Twelfth Co-operative Congress of France was held May 28-30 in Limoges. A slight increase in contributions was reported. A report dealing with the establishment of a Board of Arbitration, in order to avoid competition between co-operators, was received. The principle of joint-buying and of providing a pension fund for employees was endorsed. It was stated that the differences of opinion which have prevailed in the French co-operative movement have recently shown a tendency to become less marked.

Great Britain.

On June 8-10 the fortieth co-operative Congress of Great Britain was held at Newport, Eng., 1,500 delegates being present. Among the subjects discussed were, unemployment, the fiscal policy, co-operative administration, female suffrage and the direct parliamentary representatives of co-operators.

Germany.

A brief account is given of the action of the Grand Duke of Baden in support of the co-operative movement.

Hungary.

While in many countries the lower strata of the people are adherents of the co-operative movement, this does not prevail to an equal extent in Hungary. The social democrat party has founded one co-operative society, but the results have been inconsiderable. An account is given in the bulletin of appeals recently made by political leaders in opposition to the establishment of co-operative methods.

Sweden.

On May 10, 1908 a co-operative fire insurance society began operations in Sweden. The members are all owners of policies and the society confines itself to

insuring furniture, not buildings. About 2,000 members have insured to the value of £337,500. The society will especially canvas the lower classes who have hitherto practically neglected fire insurance.

Anti-Credit Movement.

For the last two years a stand has been made against the credit system, which has been gaining more and more ground amongst British Distributive Societies, and a special committee to consist of 2 members from the Co-operative Union

and 2 from the Women's Guild—was appointed by the Co-operative Congress. A review is given in the bulletin to the action taken by this committee. Its suggestions have already found acceptance with many societies with favourable results. The Birmingham Society, for example, which has given no credit for the last 2½ years, has increased its membership by 3,000 and its turnover by £20,000. In the opinion of the committee continuous exertion is necessary to dissuade English Distributive Societies from credit-giving.

RECENT INDUSTRIAL AGREEMENTS.

Quebec Longshoremén.

THE schedules of wages paid to longshoremén at Quebec, Que., during the present season of navigation, by agreement with National Longshoremén's Union, No. 1, is as follows:—

	Size.		P. car.
Planks	Mixed	Unloaded from the car and delivered to bateaux....	\$ 2.75
"	5-8 in.	Unloaded from the car and delivered to bateaux....	2.75
"	1 or 1½	Loaded in 2 widths.....	2.00
"	"	Loaded in 3 widths.....	2.50
Deals	2	Box or flat cars.....	1.75
"	3	Coal, flat car or box.....	1.50
"	3	In flat car.....	1.25
Planks	1-1½	Taken from cars and piled on the wharf.....	3.00
Deals.	2	Taken from the car and piled on the wharf.....	1.75
"	3	Loaded in 2 width flat cars and piled on the wharf...	2.00
"	3	Loaded in 3 width box cars and piled on the wharf...	2.25
"	2	Taken from the wharf on the pile and delivered to bateaux 1 track.....	2.00
"	2	Taken from the wharf on the pile and delivered to bateaux 2 track.....	2.50
"	3	Taken from the wharf on the pile and delivered to bateaux 1 track.....	1.75
"	3	Taken from the wharf on the pile and delivered to bateaux 2 track.....	2.00

Birch	3	Unloaded from the cars and delivered to bateaux....	1.50
"	Squ.	Unloaded from the cars and piled on the wharf.....	2.00
"	"	Taken from the wharf and rafted.....	2.00
"	"	From the car and rafted....	1.75
Spruce	"	Unloaded from the car and delivered to bateaux....	2.00
"	"	Unloaded from the car and piled on the wharf.....	1.50
"	"	Taken from the wharf and rafted.....	1.75
"	"	From the car and rafted...	1.75
Pulp wood	"	Unloaded from the car and stowed into canal boat, per cord.....	0.30
Wet pulp	"	Unloaded from the car into sheds, piled 3 pks. high...	2.50
"	"	Unloaded from the car into sheds, piled 5 pks. high...	3.00
Ry. ties	"	Unloaded from the car and delivered to bateaux....	2.25
"	"	Unloaded from the car and piled on the wharf.....	3.00
"	"	From the wharf and delivered to bateaux.....	2.25
Hard coal	"	Unloading, per ton.....	0.16
Soft coal	"	All soft coal.....	.21
	"	Loading of waste cars....	2.50
	"	Loading of rails (job work) 8 cts. per rail.....	

General cargo, including work in freight sheds, warehouses, propellers, barges, and all vessels of 40 tons and over: 30c. per hour from 7 a. m. to 6 p. m.; 40c. per hour from 6 p. m. to 7 a. m.; 50c. on Sundays.

All coal work, per hour: 35c. from 7 a. m. to 6 p. m.; 45c. from 6 p. m. to 7 a. m., and 55c. on Sundays.

A patron, stevedore or foreman who will call a gang of men after 6 o'clock p. m. until 7 o'clock a. m., and keep them waiting, will have to pay the time in full, as if they were working. First hour to be paid including Sunday. This tariff will take effect at the first April until 25th December, 1908.

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada.

THE following table gives a detailed return of immigrant arrivals during the first four months of the present fiscal year.

TOTAL IMMIGRATION TO CANADA FOR APRIL, MAY, JUNE AND JULY, 1908, COMPARED WITH THE CORRESPONDING MONTHS OF 1907.

	1907				1908				Decrease or Increase.				Percentage of Decrease.	
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Decrease Males.	Increase Males.	Decrease Females.	Decrease Children.		Decrease Totals.
<i>April:</i>														
Via ocean ports.....	24,972	5,052	4,414	34,438	13,637	3,809	3,223	20,669	11,335	.....	1,243	1,191	13,769	40
From the United States	5,131	2,103	2,379	9,613	5,678	1,531	1,877	9,086	.....	547	572	502	527	5
Totals.....	30,103	7,155	6,793	44,051	19,315	5,340	5,100	29,755	10,788	.....	1,815	1,693	14,296	32
<i>May:</i>														
Via ocean ports.....	24,744	7,153	6,858	38,755	9,245	4,208	3,692	17,145	15,499	.....	2,945	3,166	21,610	56
From the United States	3,749	1,522	1,651	6,922	3,922	1,209	1,307	6,438	.....	173	313	344	484	7
Totals.....	28,493	8,675	8,509	45,677	13,167	5,417	4,999	23,583	15,326	.....	3,258	3,510	22,094	48
<i>June:</i>														
Via ocean ports.....	18,107	7,171	7,041	32,319	4,924	3,392	2,436	10,752	13,183	.....	3,779	4,605	21,567	67
From the United States	2,806	1,279	1,239	5,324	2,877	1,047	961	4,885	.....	71	232	278	439	8
Totals.....	20,913	8,450	8,280	37,643	7,801	4,439	3,397	15,637	13,112	.....	4,011	4,883	22,006	58
<i>July:</i>														
Via ocean ports.....	11,841	4,695	4,410	20,946	2,927	2,188	1,736	6,851	8,914	.....	2,507	2,674	14,095	67
From the United States	2,760	1,455	1,180	5,395	2,685	1,004	792	4,481	75	.....	451	388	914	17
Totals.....	14,601	6,150	5,590	26,341	5,612	3,192	2,528	11,332	8,989	.....	2,958	3,062	15,009	57
Grand totals.....	94,110	30,430	29,172	153,712	45,895	18,388	16,024	80,307	48,215	.....	12,042	13,148	73,405	48

Homestead Entries During July, 1908.

The following statement shows the number of homestead entries made in July, 1908, compared with July, 1907:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF JULY, 1908, AS COMPARED WITH JULY, 1907.

Agency.	1908	1907	In-crease	De-crease
Battleford.....	328	589	.....	261
Brandon.....	2	17	.....	15
Calgary.....	171	114	57	.....
Dauphin.....	83	170	.....	87
Edmonton.....	479	438	41	.....
Estevan.....	24	59	.....	35
Fumboldt.....	161	308	.....	147
Kamloops.....	38	23	15	.....
Lethbridge.....	201	289	.....	88
Loose Jaw.....	702	745	.....	43
New Westminster.....	1	7	.....	6
Prince Albert.....	121	148	.....	27
Regina.....	93	161	.....	68
Red Deer.....	246	158	88	.....
Winnipeg.....	43	136	.....	93
Yorkton.....	122	328	.....	206
Total.....	2,815	3,690	201	1,076

Net increase for July, 1908, 875.

It will be seen that there has been a decrease in the number of homestead entries made in July, 1908, of 875.

A statement of the homestead entries made during the first seven months of the calendar year 1908, compared with the corresponding period of the calendar year 1907, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES JANUARY-JULY, 1908 AND 1907.

Month.	1908	1907	In-crease	De-crease
January.....	1,453	1,111	342	.....
February.....	1,420	1,033	342	.....
March.....	1,869	1,589	280	.....
April.....	2,987	2,594	393	.....
May.....	2,773	3,253	.....	480
June.....	3,247	4,574	.....	1,327
July.....	2,815	3,690	.....	875
Total.....	16,564	17,844	1,402	2,682

It will be observed that there has been a net decrease of 1,282 in the number of

homestead entries during the first seven months of 1908, compared with the same months of 1907.

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, during the month of June, 1908, were as follows:—

NATIONALITIES OF HOMESTEADERS IN JULY, 1908.

Nationalities.	No. of Entries.
Canadians from Ontario.....	312
“ Quebec.....	50
“ Nova Scotia.....	25
“ New Brunswick.....	14
“ Prince Edward Island.....	5
“ Manitoba.....	101
“ Saskatchewan.....	145
“ Alberta.....	42
“ British Columbia.....	10
Persons who had previous entry.....	249
Newfoundlanders.....	.....
Canadians returned from the United States...	43
Americans.....	732
English.....	444
Scotch.....	83
Irish.....	29
French.....	21
Belgians.....	9
Swiss.....	5
Italians.....	1
Roumanians.....	4
Syrians.....	1
Germans.....	62
Austro-Hungarians.....	231
Hollanders.....	11
Danes (other than Icelanders).....	1
Icelanders.....	30
Swedes.....	51
Norwegians.....	87
Russians (other than Mennonites and Douk-hobors).....	.....
Mennonites.....	.....
Doukhobors.....	.....
Chinese.....	.....
Japanese.....	2
Persians.....	.....
Australians.....	3
New Zealanders.....	.....
Total.....	2,815

Representing 6,991 souls.

Of a total of 775 entries made in July, 1908, by persons coming from the United States, there were 268 from North Dakota, 147 from Minnesota, 47 from Wisconsin, 40 from Iowa, 30 each from Illinois and Michigan, 26 from Washington and 23 from South Dakota.

Lands Patented in July 1908.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, issued by the Department of the Interior during July, 1908, is as follows:—

LANDS PATENTED DURING JULY, 1908.

Nature of Grant.	July, 1908.	
	No. of Patents	No. of Acres.
Alberta Ry. and Irrigation Co.'s sales.....	2	319.00
British Columbia Homesteads...	10	1,348.68
British Columbia sales.....	2	96.79
Commutation grants.....	2	110.96
Homesteads.....	1,019	161,330,882
Hudson's Bay Co.....		
Leases.....		
License of Occupation.....	2	
Manitoba University grants....	6	890.80
Military Homesteads.....		
Mining lands sales.....		
Mineral rights (3,099 acres)....	9	
North West half-breed grants...	7	1,144.30
Parish sales.....	2	256.00
Quit claim, special grants (155-09 acres).....	1	
Railways:		
Calgary and Edmonton Ry....		
Calgary and Edmonton Ry., under rights.....		
Canadian Northern Ry. Co....	10	1,658.67
Can. Pac. Ry. grants.....	10	219.39
Can. Pac. Ry. grants, Souris branch.....	1	320.00
Can. Pac. Ry. roadbed and station grounds.....		
Grand Trunk Pac. Ry.....	2	9.24
Man. and Southeastern Ry....	7	2,155.94
Man. South Western Col. Ry....		
Qu'Appelle, Long Lake & Sask. Rd. & Steamboat Co.....		
Sales.....	41	2,953.91
School lands sales.....	15	1,450.13
Special grants.....	13	72.40
Yukon Territory sales.....	9	283.89
Totals.....	1,170	174,620,982

In July, 1907, the number of patents issued was 910, covering an area of 178,617.68 acres, showing an increase for the month of July, 1908, of 160 in the number of patents issued, but a decrease of 3,996.70 acres in the area patented.

Land Sales.

The following is a statement of the farm land sales made by the Canada Northwest Land Company, Limited, during the month of July, 1908, compared with the sales of July, 1907, and for the year 1908 to July 31, compared with the corresponding period a year ago.

LAND SALES OF CANADA NORTHWEST LAND COMPANY.

	Acres.	Prices obtained.
July, 1908.....	1,304.50	\$14,944.55
July, 1907.....	2,077.28	24,137.80
Decrease, 1908.....	722.78	\$ 9,193.25
From Jan. 1 to July 31, 1908.....	5,372.26	\$60,139.99
From Jan. 1 to July 31, 1907.....	13554.72	152,600.28
Decrease, 1908.....	8,182.46	\$92,460.29

Notes.

During August, an application was made for the admission of a number of railway construction hands into Canada irrespective of the provisions of the Alien Labour Act. The application was refused by the Immigration Branch, which is convinced that the supply of labour in Canada is sufficient for present demands, and that the restrictions on immigration now in force should be continued for the present.

FAIR WAGES SCHEDULE IN GOVERNMENT CONTRACTS AWARDED DURING THE MONTH OF AUGUST, 1908.

The following is a list of contracts awarded by the Department of Public Works, the Department of Railways and Canals and the Department of Marine and Fisheries, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

CONSTRUCTION of two breakwaters at Cobourg, Ont; names of contractors, The Randolph Macdonald Co., Ltd., of Toronto, Ont; date of con-

tract, August 18, 1908; amount of contract, \$139,000.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Contractor's foreman carpenter.....	\$ 3.00 per day of 10 hrs.
Contractor's foreman mixing concrete.....	2.50 " 10 "
Contractor's foreman laying.....	2.50 " 10 "
Contractor's foreman stone crusher.....	2.50 " 10 "
Timekeepers.....	2.50 " "
Blacksmiths.....	2.00 " 10 "
Blacksmiths' helpers.....	1.50 " 10 "
Dredge captain.....	110.00 per mo. and b. 12 h.
Dredge engineer.....	110.00 " 12 h.
Dredge fireman.....	45.00 " 12 h.
Dredge cranesman.....	65.00 " 12 h.
Dredge deckhands.....	40.00 " 12 h.
Tug captain.....	80.00 " 12 h.
Tug engineer.....	60.00 " 12 h.
Tug fireman.....	45.00 " 12 h.
Tug deckhands.....	40.00 " 12 h.
Team derrick engineer.....	2.50 per day of 10 hrs.
Team derrick fireman.....	1.75 " 10 "
Ordinary labourers.....	1.50 " 10 "
Driver with 1 horse, cart.....	2.75 " 10 "
Driver with 2 horses, wagon.....	4.00 " 10 "

Post office building at Dauphin, Man., name of contractor, S. Brown, Winnipeg, Man.; date of contract, August 20, 1908; amount of contract, \$20,330.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per day of 10 Hours, Not less than:
Concrete cutters.....	\$.55 per hour.
Bricklayers.....	.55 " "
Masons.....	.55 " "
Repenters.....	.30 " "
Painters.....	.35 " "
Airbuilders.....	.35 " "
Masterers.....	.55 " "
Others.....	.04 per yard.
Painters and glaziers.....	.30 per hour.
Painters.....	.40 " "
Paintfitters.....	.40 " "
Paintfitters' helpers.....	.25 " "
Paint metal workers.....	.35 " "
Electrical workers.....	.35 " "
Builders' labourers.....	.22½ " "
Primary labourers.....	.20 " "
Driver with horse and cart.....	.35 " "
Driver with 2 horses and wagon.....	.45 " "

Heating system Armoury building, Hamilton, Ont; name of contractor, W. J. Walsh, Hamilton, Ont; date of contract, August 21, 1908; amount of contract, \$12,880.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Masons.....	\$.50 per hour, 8 hrs. p. d.
Carpenters.....	.37½ " 8 " "
Steamfitters.....	.37½ " 9 " "
Plumbers.....	.37½ " 9 " "
Steamfitters' helpers.....	.20 " 9 " "

Department of Railways and Canals.

Widening of deep water channel along West Pier of Port Colborne Entrance, Welland Canal. Date of contract, August 24th, 1908. Amount of contract, \$3.50 per cu. yd. Contractor, Michael J. Horgan, of Port Colborne, Ontario.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Dredge runner.....	\$110.00 p. mo. and board, 12 hrs. per day.
" crane man.....	90.00 12 " "
" fireman.....	40.00 12 " "
" deckhands.....	35.00 12 " "
" cook.....	40.00 12 " "
Scowmen.....	35.00 12 " "
Tug captain.....	85.00 12 " "
Tug engineer.....	80.00 12 " "
Tug deckhands.....	35.00 12 " "
Drill boat foreman.....	3.00 per day 10 hours.
" drillers.....	2.25 " 10 " "
" " helpers.....	1.75 " 10 " "
Blacksmith.....	2.50 " 10 " "
" " helpers.....	1.75 " 10 " "
Foreman of labourers.....	2.50 " 10 " "
Labourers.....	1.50 " 10 " "
Stationary engineer.....	2.50 " 10 " "
" fireman.....	1.75 " 10 " "

Erection of dwelling house at Ste. Rosalie, Que., Intercolonial Railway. Date of contract, August 8th, 1908. Amount of contract \$1,880.00. Contractors Cloutier & Gaudreau, of L'Islet, County of L'Islet, Que.

FAIR WAGES' SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Masons.....	\$3.00
Carpenters.....	2.00
Plumbers.....	2.25
Common labourers.....	1.35
Bricklayers.....	4.00
Painters and glaziers.....	2.00
Builders' labourers.....	1.50
Driver, 1 horse and cart....	2.25
Driver, 1 horse and wagon	3.25

Fencing on the Intercolonial Railway.
Date of contract, August 24th, 1908.
Amount of contract, schedule rates.
Contractors, The New Brunswick Wire
Fence Co., Ltd., of Moncton, N.B.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
<i>Districts:</i>	
Ste'. Rosalie to Chaudiere; Newcastle to Moncton; Painsec Jct. to Truro; Oxford Jct. to Stellarton; Stellarton to Mulgrave; Pt. Tupper to Sydney.	
Foreman.....	\$2.25
Labourers.....	1.35
<i>Districts:</i>	
St. John to Pt. du Chene; Riv. du Loup to Ste. Flavie Chaudiere to Riv. du Loup	
Foreman.....	\$2.25
Labourers.....	1.50
<i>District:</i>	
Campbelton to Newcastle Ste. Flavie to Campbelton	
Foreman.....	\$2.25
Labourers.....	1.25

Construction of basement, heating system plumbing and fixtures for new train service building at Chaudiere Junction, Que., Intercolonial Railway. Date of contract, August 28th, 1908. Amount of Contract, \$2,774.00. Contractor, Emile Dubé, of Riviere du Loup, Que.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Foreman.....	\$2.50
Concrete men.....	1.50
Carpenters.....	2.00
Painters.....	2.00
Plumbers and steamfitters..	2.25
Common labourers.....	1.25
Driver, 1 horse and cart....	2.00
Driver, 2 horses and wagon	3.00

Erection of car cleaners' building at Sydney Mines, N. S., Intercolonial Railway. Date of contract, August 28th, 1908. Amount of contract, \$840.00. Contractors, John C. McNeil and John A. McLellan, of Sydney Mines, Cape Breton, N. S.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per day of 9 hours, Not less than:
Carpenters.....	\$2.25
Labourers.....	1.50
Driver 1 horse and cart....	2.25

For a line of railway from the western end of the 20 miles of its railway as already constructed from Campbellton, to a point on the St. John River between Grand Fall and Edmundston, 90 miles. Date of Subsidy Agreement, August 24th, 1908. Amount of subsidy \$3,200 per mile, not exceeding \$6,400 per mile. Railway Company The International Railway Company of New Brunswick.

FAIR WAGES SCHEDULE.

All mechanics, labourers, and other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is being carried, on, except for the protection of life or property, or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the person entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing to them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefore is filed in the office of the Minister of Railways and Canals, and proof thereof satisfactory to the said Minister is furnished, the Minister may pay such claim out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the contractors.

Department of Marine and Fisheries.

The construction of wooden dwelling for the light-keeper at Little Belledune Point, Restigouche County, N. B. Name of contractor Samuel Gammon, of Bathurst, N. B. Amount of contract \$1,100. Date of contract 9th July, 1908.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Carpenters.....	\$1.75
Painters.....	1.75
Bricklayers.....	3.00
Labourers.....	1.25

Post Office Department.

The following orders for supplies were given subject to the regulations for the

suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions.

Nature of Order.	Amount of Order.
Making metal dating stamps and type and making other hand stamps and brass crown seals.....	\$ 510.93
Making and repairing rubber dating stamps and type, also other stamps.....	35.20
Supplying stamping material and wooden boxes, and repairing stamping pads.....	799.91
Making Post Office scales.....	4.60
Supplying mail bags.....	794.05
Repairing mail bags.....	1,509.38
Making and repairing mail locks and supplying mail bag fittings.....	853.95
Repairing portable letter boxes, Railway Mail Clerks' tin travelling boxes, parcel receptacles and Street Letter Boxes.....	74.20
Making and repairing miscellaneous articles of Postal Stores.....	22.90
Making up and supplying articles of official uniform.....	1,598.25

INDUSTRIAL ACCIDENTS DURING THE MONTH OF AUGUST, 1908.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment, and resulted in loss of life or limb, or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the bureau of Mines of Ontario and British Columbia, to the office of the factories inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 320 individual work-people in Canada during the month of August, 1908, were reported to the Department of Labour. Of these 115 were fatal and 205 resulted in serious injuries. In addition 8 fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before August, 1908. The number of fatal accidents reported in August, 1908, was 23 more than in the previous month and 51 less than in August, 1908.

Of 159 returns received during the month giving the ages of the victims of industrial accidents, 19 referred to persons under twenty-one years of age, 30

to persons between twenty-one and forty-five, 4 to persons over 45; 106 persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and groups of trades:—

STATEMENT OF ACCIDENTS DURING AUGUST, 1908, BY INDUSTRIES AND GROUPS OF TRADES.

Trade or Industry.	Killed.	Injured.	Total.
Agriculture.....	33	35	68
Lumbering.....	9	13	22
Mining.....	9	14	23
Building trades.....	9	21	30
Metal trades.....	10	31	41
Woodworking trades.....	.....	4	4
Printing trades.....	.....	2	2
Clothing trades.....	.....	1	1
Food and tobacco preparation.....	.....	6	6
Railway service.....	11	22	33
Navigation.....	23	3	26
General transport.....	3	10	13
Civic employees.....	4	4	8
Miscellaneous.....	3	27	30
Unskilled labour.....	1	12	13
Total.....	115	205	320

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES F., No. 58.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF AUGUST, 1908.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
<i>Agriculture—</i>				
Farmer.....	Chilliwack, B.C.....	Aug. 1	1	Run over by loaded vehicle.
"	Smithville, Ont.....	" 1	1	Caught in separator.
"	Peterborough, Ont.....	" 3	1	In a runaway.
"	Farnham, Que.....	" 4	1	Run over by train.
"	Bruce Tp., Ont.....	" 3	1	In a runaway.
"	St. Raphael, Que.....	" 5	1	Run over by mowing machine.
"	Kensington, P.E.I.....	" 12	1	Run over by train.
"	Chilliwack, B.C.....	" 3	1	Fell from load of hay and run over.
"	Caruga, Ont.....	" 13	1	Struck by lightning.
"	Hawtreys, Ont.....	" 15	1	Run over by train.
"	Bromley, Ont.....	" 21	1	Fell from hay mow.
"	Oxford Mills, Ont.....	" 15	1	Kicked in abdomen by horse.
"	Goderich, Ont.....	" 20	1	Kicked by horse.
"	Saskatoon, Sask.....	" 18	1	Struck by lightning.
"	Kensington, P.E.I.....	" 13	1	Struck by train.
"	Sydney Tp., Ont.....	" 19	1	Gored by a bull.
"	Seven Persons, Alta.....	" 12	1	Struck by lightning.
"	Elm Creek, Man.....	" 15	1	In a runaway.
"	Woodpecker, Alta.....	" 21	1	By cave-in in well.
"	Moose Jaw, Sask.....	" 22	1	Fell from a cattle train.
"	Dorchester, Ont.....	" 25	1	Buried in gravel pits.
"	Tongue Creek, Alta.....	" 25	1	Run over by a cultivator.
"	Winnipeg, Man.....	" 26	1	Run over by a train.
"	Charlesbourg, Que.....	" 27	1	In a runaway.
"	Londonderry, N.S.....	" 26	2	Run over by train at crossing.
"	Eganville, Ont.....	" 18	1	Fell from mow.
"	St. Flavien, Que.....	" 3	1	Kicked by a colt.
Farmer's wife.....	Brockville, Ont.....	" 12	1	In a runaway.
"	Wallaceburg, Ont.....	" 14	1	In a runaway.
Farm hand.....	Dover Tp., Ont.....	" 21	1	Caught in a threshing.
Farmer's son.....	Qu'Appelle, Sask.....	" 20	1	In a runaway.
"	Stanley, Ont.....	" 19	1	In a runaway.
<i>Lumbering—</i>				
Sawmill hand.....	Windsor Forks, N.S.....	" 7	1	Fell from a wharf on head.
"	Belleville, Ont.....	" 18	1	Fell from lumber pile.
"	Ha Ha Bay, Que.....	" 21	1	Caught in shafting.
"	Eganville, Ont.....	" 19	1	Slipped from car while loading lumber.
River drivers.....	Little Piles Rapids, Que.....	" 15	3	Drowned—boat upset in rapids.
"	Port Alexander, Man.....	" 26	2	Drowned—boat upset.
<i>Mining—</i>				
Miners.....	Mountain Chute, Ont.....	" 1	3	Asphyxiated by gas in mine.
"	Glac Bay, N.S.....	" 11	2	By fall of facecoal.
"	Glac Bay, N.S.....	" 19	1	Struck by handle of jack in neck.
"	Cobalt, Ont.....	" 22	1	Fell 40 ft. in shaft.
"	Glac Bay, N.S.....	" 28	1	Struck by runaway box.
"	Dawson, Y.T.....	" 20	1	Caught in dredge machinery.
<i>Building Trades—</i>				
Carpenter.....	Montreal, Que.....	" 17	1	Fell 30 ft. from scaffold.
"	Chicoutimi, Que.....	" 10	1	Piece of timber fell on him.
Bricklayers' helper.....	Calgary, Alta.....	" 17	1	Head crushed in elevator.
Painter.....	Toronto, Ont.....	" 18	1	Fell 50 ft. from building.
"	Toronto, Ont.....	" 12	1	Fell from 3rd storey.
Roofer.....	Smith's Falls, Ont.....	" 27	1	Fell 40 ft. from roof.
"	Frankville, Ont.....	" 27	1	Fell 18 ft. from house.
Electrical worker.....	Toronto, Ont.....	" 11	1	Electrocuted.
"	Cap à l'Aigle, Que.....	" 4	1	Electrocuted.
<i>Metal Trades—</i>				
Stationary engineer.....	Canoe Lake, N.S.....	" 7	1	Boiler exploded.
Electrical worker.....	Winnipeg, Man.....	" 11	1	Electrocuted.
"	Valleyfield, Que.....	" 18	1	Electrocuted.
Lineman.....	Toronto, Ont.....	" 12	1	Electrocuted.
"	Goderich, Ont.....	" 5	1	Fell 50 ft. from pole.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES F., No. 58.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF AUGUST, 1908.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Structural iron worker	Vancouver, B.C.....	" 5	1	Fell 20 ft. from bridge.
"	Chipman, N.B.....	" 3	1	Fell from trestle.
"	St. Mary's, B.C.....	" 27	1	Fell 100 ft. from bridge.
Machinist.....	Hagersville, Ont.....	" 4	1	By explosion of gasoline brazier.
"	Toronto, Ont.....	" 27	1	Scaffold collapsed, fell 14 ft.
<i>Railway employees—</i>				
Engineer.....	Waterford, Ont.....	" 2	1	Head struck by passing object.
Fireman.....	Fernhill, N.B.....	" 22	1	Fell from car on head.
Brakeman.....	Parkdale, Ont.....	" 24	1	Run over by train.
Construction hand	Glace Bay, N.S.....	" 19	1	Struck on head by handle of jack.
"	Chipman, N.B.....	" 24	1	Trestle gave way, fell with it.
Sectionman.....	Caldwell's Station, Ont.....	" 20	1	Fell off top of car.
"	Eagle River, Ont.....	" 25	2	Run over by train.
"	St. Sauveur des Monts, Que.....	" 26	1	"
"	Gilbert, Ont.....	" 26	1	"
Paymaster.....	Eagle River, Ont.....	" 25	1	Run over by train.
<i>Navigation—</i>				
Deckhand.....	Yarmouth, N.S.....	" 3	1	Drowned—fell from wharf.
Ferryman.....	Hopewell Cape, N.B.....	" 11	1	Drowned—boat upset.
Sailor.....	Halifax, N.S.....	" 7	1	Drowned—boat upset.
"	Warren's Landing, Man.....	" 6	2	Perished in fire of S.S. Premier.
"	Off Halifax, N.S.....	" 8	6	Drowned; vessel run down by cruiser.
"	St. John, N.B.....	" 11	1	Fell 64 ft. from mast.
"	Levis, Que.....	" 17	1	Struck by locomotive.
"	Off Cape Salmon, N.S.....	" 18	1	Drowned; fell overboard.
"	Richibucto, N.B.....	" 24	1	Drowned; fell overboard.
Sailor.....	Near Digby, N.S.....	" 23	1	Drowned; fell overboard.
"	Walkerville, Ont.....	" 3	1	Fell into hold.
"	Montreal, Que.....	" 27	1	Drowned while painting vessel.
"	Montreal, Que.....	" 29	1	Fell into hold.
Captain.....	Off Malone, Que.....	" 6	1	Drowned; boat upset.
"	Port Credit, Ont.....	" 26	1	Timber from derrick fell on him.
Longshoreman.....	Owen Sound, Ont.....	" 12	1	Fell into hold.
"	Walkerville, Ont.....	" 17	1	Fell into hold.
<i>General Transport—</i>				
Street car employee...	Montreal, Que.....	" 16	1	Run over by dump car.
Stableman.....	Montreal, Que.....	" 10	1	Burned to death in stable fire.
Teamster.....	Beauport, Que.....	" 5	1	Load of stone fell on him.
<i>Civic employees—</i>				
Corporation labourer..	Maisonneuve, Que.....	" 17	1	Heavy stones fell on him.
Chief and two firemen	London, Ont.....	" 18	3	Floor in burning store collapsed.
<i>Miscellaneous—</i>				
Hardware clerk.....	Montreal, Que.....	" 11	1	By explosion of powder.
Brickyard manager...	Fort Saskatchewan, Alta.....	" 26	1	Caught in machinery.
Laundry worker.....	Peterboro, Ont.....	" 30	1	By explosion of gasoline.
<i>Unskilled labour—</i>				
Labourer.....	Quebec, Que.....	" 1	1	Removing flags; touched live wire.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT
IN AUGUST.

Logger.....	Redonda Island, B.C.....	July 31	1	Struck on head by iron bar projected from donkey engine.
Miners*.....	Fernie, B.C.*.....	" 31	3	Explosion of gas in mine "bump."*
Mason.....	Dalhousie, N.B.....	" 31	1	Fell 25 ft. from staging.
Brakeman.....	Cavanville, Station, Ont.....	" 31	1	Fell from train and run over.
Construction hand.....	Michel, B.C.....	" 30	1	By falling tree.
Master of schooner.....	Little Brook, N.S.....	" 28	1	Drowned; fell off wharf.

* See report of Nelson, B.C. correspondent.

Nature of Fatalities and Accidents.

The chief disasters of the month were the drowning of thirteen members of the crew of the Gloucester, Mass., fishing schooner *Maggie and May*, which foundered about sixty miles southeast of Halifax, N. S., after being in collision with the German protected cruiser *Freya*, on the night of August 8th, 1908; the death of three miners by asphyxiation in a mine at Mountain Chute, Ont.; the killing of two miners by a fall of coal at Glace Bay, N. S.; the drowning of three river drivers at Petites Piles, Que.; the death of three firemen, at a fire in London, Ont.; the killing of three railway employees at Eagle River, Ont.; the burning of the steamer *Premier* on Lake Winnipeg in which six passengers and two of the crew lost their lives, and the drowning of two river drivers at Fort Alexander, Manitoba.

Foundering of Fishing Schooner *Maggie and May* off Halifax, N. S.

On the night of August 8th, 1908, while in a dense fog, the German protected cruiser *Freya* ran down and sank the Gloucester, Mass., fishing schooner *Maggie and May* about sixty miles southeast of Halifax, N. S. Of the schooner's crew of thirteen nine went down. Of these six had been recently recruited from Nova Scotia and two from Newfoundland.

Death of Three Miners at Mountain Chute, Ont.

On August 3rd the bodies of three miners were found in the 50 foot shaft of a mine at Mountain Chute, on the Montreal River. It would appear that two of the men went down to do some work in the shaft while the other remained on the surface. Receiving a signal for help the latter went down and was himself overcome by gas.

Death of Two Miners at Glace Bay, N. S.

On August 11 two miners were instantly killed at the Dominion Coal Company's No. 3 colliery, Glace Bay, N. S.,

by a fall of stone. On August 13, the jury empanelled to enquire into the cause of the accident rendered the following verdict:—

"We, the jury empanelled to enquire into the cause of the death of Joseph P. McDonald and John J. Lee, who were killed by a fall of stone in No. 16 headway at No. 3 colliery on the morning of August 11, find the deceased came to their death through an accident, which is in no way attributable under the circumstances to the management; but we recommend that in future greater care be taken to timber working places."

Drowning of three River Drivers at Petites Piles, Que.

On August 15 while a number of men engaged in log rolling in boats between the Grandes and the Petites Piles rapids in the St. Maurice River, one of the boats containing four river drivers capsized and three of the occupants were drowned, the other being saved by other workers in the vicinity.

Death of Three Firemen at London, Ont.

On the night of August 19, while fighting a fire in the premises of the Westman Hardware Company, London, Ont., the second floor of the building collapsed taking the first floor with it and burying the fire chief and two of his men in the ruins, killing them instantly.

Death of Three Railway Employees at Eagle River, Ont.

On the night of August 25, while a chief accountant in the paymaster's office of the Canadian Pacific Railway was engaged at Eagle River in his monthly duty of distributing the pay checks of the employees from Winnipeg to Fort William, transcontinental train No. 97 approached at a fair speed. The paymaster and the two men whom he was about to pay stepped from the main line track to a side track. The train, however, came down the latter right-of-way and crushed the three men under its wheels, killing them instantly.

Burning of Steamer "Premier" on Lake Winnipeg, Man.

On the morning of August 6 the steamer *Premier* was burned to the water's edge at Warren's Landing on Lake Winnipeg, Man., and six of the passengers and two of the crew were burned to death.

Drowning of two River Drivers at Fort Alexander, Man.

On August 24 two river drivers, while assisting in the driving of logs near Fort Alexander, Man., were drowned by the upsetting of their boat.

Record by Industries and Trades.

Agriculture.—In this group there were 3 killed and 35 injured during August, compared with 16 killed and 45 injured in the previous month and 19 killed and 7 injured in August, 1907. Eight of the fatalities were due to runaways and 8 to being run over, 4 each to machinery, to falls and to live stock, 3 to lightning and 1 to falling material. Of the serious accidents 9 were due to falls, 6 to live stock, 5 to runaways, 4 each to machinery and to falling material, 3 to tools and 2 each to being run over and to runaways.

Lumbering.—Nine workmen met death through accident in August and 13 were injured, as against 7 killed and 5 injured in the previous month and 5 killed and 8 injured in August of last year. Of the deaths 5 were caused by drowning, 3 by falls and 1 by machinery. Nine of the other accidents were caused by machinery, 4 by falling material and 1 by tools.

Mining.—Nine miners were killed by accident and 14 were injured, compared with 7 killed and 14 injured in July last and 13 killed and 18 injured in August, 1907. Three of the fatalities were due to asphyxiation by gas in a mine, 2 each to falling material and to machinery and 1 each to a fall and to being struck by mine cars. Falling material injured 9 mine workers, falls 3, being caught between cars 2, and machinery 1.

Building.—There were 9 fatalities and 1 non-fatal accidents in these trades during August, as against 3 killed and 34 injured in July and 12 injured during

August, 1907. Falls from buildings killed 4, electric shock 2, falling from a scaffolding, falling material and an elevator accident 1 each. Falling from buildings injured 9, falls from scaffolds 6, falling material 2, and blood poisoning, being run over, being nearly asphyxiated by naphtha fumes and an elevator accident 1 each.

Metal, engineering and shipbuilding.—During August the record was 10 killed and 31 injured, compared with 9 killed and 15 injured in the preceding month and 69 killed and 64 injured in August, 1907. Five workers were killed by falls, 3 by elevators and 2 by explosions. Nine workers were injured by molten metal, 7 each by falling material and by machinery, 2 each by explosions, by falls and by electric shock and 1 each by flying material and by being run over.

Woodworking.—There were no fatalities in this group but 4 workmen were injured during August. In July the record was 1 killed and 8 injured, and in August, 1907, 1 killed and 13 injured. Machinery injured 3 and falling material 1.

Printing.—Two workers were injured by machinery in August. In the previous month the record was 1 injured and in August, 1907, 1 killed and 1 injured.

Clothing.—Machinery injured 1 workman in August; in July the record was also 1 injured and in August, 1907, 4 injured.

Food and tobacco preparation.—Six of these workers were injured in August, 3 by tools and 3 by machinery. In July there were 3 injured and in August, 1907, 1 killed and 8 injured.

Railway service.—Eleven of these employees were killed and 22 injured during August, as against 20 killed and 22 injured in the preceding month and 33 killed and 42 injured in August, 1907. Six of the deaths were due to the victims being run over, 3 to falls and 1 each to being struck by a passing object and to machinery. Of the minor accidents 5 were due to the victims being caught between cars, 4 to being run over, 3 each to falling material and to falls, 2 each to being struck by passing objects, to derailments and to explosions, and 1 to machinery.

Navigation.—Twenty-three of these workers were killed and 3 injured in August. In July the record was 9 killed and 4 injured and in August, 1907, 9 killed and 3 injured. Fourteen of the fatalities were caused by drowning, 5 by falls, 2 by being burned to death, and 1 each by being struck by cars and by falling material. All of the 8 accidents were caused by falls.

Transport.—Death came by accident to 3 workers during August and 10 were injured, compared with 9 killed and 13 injured in the previous month and 6 killed and 20 injured in August, 1907. One of the deaths was due to being run over, 1 to being burned, and 1 to falling material. Four of the accidents were due to falls, 2 each to being run over and to collisions, 1 to being caught between cars, and 1 to live stock.

Civic employees.—Four of these employees were killed and 4 injured during August, as against 6 injured in July and 1 killed and 8 injured. Three firemen in London lost their lives at a fire, the flooring

having given way. A corporation labourer at Maisonneuve, Que., was crushed to death under a load of stone. Two of the accidents were caused by falls and 1 each by an explosion and by being assaulted while arresting a prisoner.

Miscellaneous.—The total in this group was 3 killed and 27 injured, compared with 1 killed and 9 injured in July and 6 killed and 21 injured during August, 1907. Of the fatalities 2 were due to explosions and 1 to machinery. Six of the accidents were due to machinery, 11 to explosions of dynamite, 2 to the blast from a furnace and 1 each to being caught between cars, to a fall, to a garment catching fire and to a derailment.

Unskilled labour.—During August a labourer at Quebec, Que., while removing flags touched a live wire and was electrocuted, and 12 others were injured, against 10 killed and 9 injured in July and 2 killed and 18 injured in August, 1907. Six labourers were injured by falling material, 4 by explosions of gas and 1 each by tools and by live stock.

TRADE DISPUTES DURING THE MONTH OF AUGUST, 1908.

THE only important trade dispute of the month of August was a strike of employees in the mechanical and car departments of the Canadian Pacific Railway Company, who stopped work in all the shops of the company throughout the Dominion, about 8,000 men being involved.

Operations were resumed in the quarrying industry at St. George, N. B., on August 24, upon the termination of a strike of granite cutters, which had been in existence since June 1. Industrial conditions were not seriously affected during August by any other trade disputes.

Analysis of Trade Disputes During the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during August was 8, compared with 10 in July and 25 in August, 1907. There were 12

firms and about 9,482 employees affected by trade disputes during the month, six firms and about 9,182 employees being involved in new disputes.

Loss of time in working days.—The loss of time to employees through trade disputes during August, was approximately 192,600 working days, compared with a loss of 21,000 days in July, and 99,860 in August, 1907.

Trades affected by new disputes.—The following table shows the trades affected by new disputes during the month, and the number of workers affected in each group of trades:—

Trades.	No. of Disputes.	No. of Workers
Building trades.....	1	17
Metal trades.....	1	45
Railway service.....	3	9,100
General transport.....	1	20
Total.....	6	9,182

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces of the Dominion:—

Province.	No. of Disputes.
New Brunswick.....	2
Quebec.....	1
Ontario.....	2
All Provinces except Nova Scotia and Prince Edward Island.....	1
Total.....	6

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause.	No. of Disputes.
For higher wages.....	3
Against reduction in wages.....	1
Against increase in work.....	1
Against change in conditions of labour.....	1
Total.....	6

Methods of settlement.—Of the 8 disputes in existence during August, 6 were terminated in the course of the month, leaving 2 still in existence at the close. The dispute was settled through negotiations between the parties concerned, four cases work was resumed without negotiations, and in one case the places of the strikers were filled.

Results of disputes.—The employers were successful in 5 disputes that were terminated, and the employees were successful in one.

Disputes which Commenced Prior to the Beginning of the Month.

Only two trade disputes were in existence during August which began prior to the first of that month. These were a strike of granite cutters at St. George, N. B., and of iron moulders at Brantford,

Strike of Granite Cutters at St. George, N. B.

A strike of granite cutters employed on monumental work at St. George, N. B., which began on June 1, was reported to have been settled on August 22, when the demands of the men for a working day of eight hours, and fortnightly instead of monthly payment of wages, were conceded by one of the firms involved. As soon as the settlement was reached, all the granite cutters remaining in the place were given employment upon these terms. The dispute originally affected 5 firms and about 100 employees directly and 100 employees indirectly.

Strike of Iron Moulders at Brantford, Ont.

No settlement was reported with regard to a strike of iron moulders at Brantford, Ont., which began on April 1, on account of dissatisfaction with the melting of the iron, the men claiming that it was not melted sufficiently, and thus caused bad castings and loss to themselves. About 100 men were originally affected by this dispute, but it was reported that the company had secured other men to fill the places of some of the strikers.

New Disputes.

The new strikes of the month involved machinists in all the shops of the Canadian Pacific Railway Company; railway labourers at Campbellton, N. B., and Moncton, N. B.; iron moulders at Hamilton, Ont.; plasterers at Montreal, Que., and teamsters at Ingersoll, Ont.

Strike of Machinists of the Canadian Pacific Railway Co.

On August 5, a strike began affecting about 8,000 employees of the Canadian Pacific Railway Company in the mechanical and car departments, at all points in the Dominion where the company's shops are situated, and continued throughout the rest of the month. The strike arose from the refusal of the employees to accept the findings in the Majority

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES C., No. 92.

TABLE OF TRADE DISPUTES DURING THE MONTH OF AUGUST.*

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.			Date of commencement.	Date of termination.	Result.
			Directly.	Indirectly.	Directly.	Indirectly.				
						Males.	Females.				Males.	Females.
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.										
<i>Mining and quarrying:</i> Granite cutters	St. George, N. B.	Demand for 8-hour day and fortnightly instead of monthly payment of wages.	5	.....	100	.....	100	.....	June 1 Aug. 22	Demands of men conceded by one firm.
<i>Metal Trades—</i> Iron moulders	Brantford, Ont.	Strikers alleged that iron was not melted sufficiently, causing bad castings and consequent loss to themselves.	1	.....	100	.....	100	.....	April 1	No settlement reported, but places of many strikers were filled.
DISPUTES WHICH BEGAN DURING THE MONTH.										
<i>Building Trades—</i> Plasterers.	Montreal, Que.	Against reduction in wages from 40 to 35 cents.	1	.....	17	.....	17	.....	Aug. 12	Places of strikers were filled, and strikers obtained work elsewhere.

<i>Metal Trades—</i> Iron moulders	Hamilton, Ont	Demand for similar payment for long and short moulds.	1	45 .....	.....	.....	.....	.....	5 Aug. 17	Work resumed under former conditions.
<i>Railway Service—</i> Railway machinists	Montreal, Que., Ottawa, Toronto, London, Ont., Winnipeg, Man., and other points throughout Canada on line of C. P. Railway.	Refusal of men to accept majority report of Board of Conciliation providing for certain changes in conditions at western points	1	8,000 .....	.....	.....	.....	.....	5	No settlement reported at end of month.
Railway labourers	Moncton, N.B.	Demand for increase in wages from \$1.50 to \$1.75 per day.	1	300 .....	.....	.....	.....	.....	1 Aug.	3 Work resumed at old rate by all but 50. Leaders were arrested and committed for trial on charge of intimidation.
Railway labourers	Campbellton, N.B.	Demand for increase in wages from \$1.50 to \$1.75 per day. .	1	800 .....	.....	.....	.....	.....	Aug. 10 Aug.	12 Work resumed at old rate by all but 150 strikers, 4 leaders were arrested and committed for trial.
<i>General Transport—</i> Teamsters	Ingersoll, Ont.	Refusal of men to haul 7 instead of 6 loads per day.	1	20 .....	.....	.....	.....	.....	Aug. 7 Aug.	8 Work resumed by all but 6 strikers.

* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for the other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firms or establishments concerned. Mention moreover, is not made of disputes involving less than six employees, or of less duration than 24 hours.

Report of a Board of Conciliation and Investigation, appointed under the Industrial Disputes Investigation Act, 1907, to investigate a complaint of the employees against certain changes which the company proposed to make in its shops on the western lines. A full account of the matters in dispute and the findings of the Board of Conciliation and Investigation has already appeared in the August number of the *Labour Gazette*.* The chief points of difference between the company and its employees were the classification of boilermakers and the proportionate number of apprentices to be employed. While no settlement of the dispute was effected during the month, it was claimed by the company that many men had been secured to take the places of the strikers. Estimating the number of strikers involved in this dispute at 8,000 men, the loss of time incurred by them during August was equivalent to about 184,000 working days.

Strike of Railway Labourers near Campbellton, N. B.

On August 10, about 800 labourers employed on railway construction for the International Railway near Campbellton, N. B., stopped work on account of the refusal of the contractor to grant a demand for an increase in wages from \$1.50 to \$1.75 per day. It was stated by the employer that the trouble was caused by a few men who had been discharged. Five of the leaders of the strikers were arrested, and on August 12, all except about 50 of the strikers returned to work on the employer's terms.

Strike of Railway Labourers near Moncton, N. B.

On August 1, about 50 men employed near Moncton, N. B., on the construction of the National Transcontinental Railway made a demand for an increase in wages from \$1.50 to \$1.75 per day, and on being refused, they stopped work, and proceeding towards Moncton, induced about 250 other construction labourers to join them. On reaching Moncton, three

of the strike leaders were arrested on the charge of intimidation. It was reported by the employers that all but very few of the strikers returned to work on Monday, August 3.

Strike of Iron Moulders at Hamilton, Ont.

On August 5, a strike of iron moulder employed by the D. Moore Company, Limited, took place at Hamilton, Ont. The dispute arose from the demand of the men that they should receive the same payment for short length as for long length moulds, the company claiming that they were not entitled to this according to the rules of the shop. The strikers referred the matter in dispute to the headquarters of the International Moulders' Union, of which they were members, and it was reported by the company that they returned to work on August 17, under the former conditions on the instructions of an officer of the Union.

Strike of Plasterers at Montreal, Que.

On August 12, a strike of 17 plasterers employed by Peter Lyall & Company took place at Montreal, Que. It was stated by the Plasterers' Union that the cause of the strike was a reduction in wages from 40 cents to 35 cents per hour. While no definite settlement of the dispute was reported, the strikers secured work elsewhere, and their places were filled by the company.

Strike of Teamsters near Ingersoll, Ont.

On August 7, a strike of 20 teamsters engaged in drawing gravel took place near Ingersoll, Ont., on account of their refusal to comply with instructions to draw seven loads instead of six loads per day. On the following day, all but six of the strikers returned to work on their employers' terms.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of August, and which have been reported to the Department.

* See the *Labour Gazette* for August, 1908, page 152.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during August, 1908.

ONTARIO REPORTS.

Factory Conditions in Ontario.

Twentieth Annual Reports of the Inspectors of Factories for the province of Ontario, 1907. Toronto: King's Printer, 1908. Pages 88.

IN the reports of the Inspectors of Factories of Ontario for 1907, a marked advance is noted in providing and maintaining conditions required by the Factories Act. Attention is called to the frequent use of buildings for factories and store rooms which had not been originally constructed for such purposes, and were consequently too weak for security. Reference is made to a growing tendency toward the introduction of female labour in all industrial vocations, but the hours of labour of females have been greatly lessened within the last few years, the working day in some cases being from 8 a.m. to 5.30 or 6 p.m. It is stated that more children are employed in mica factories than in any other industry.

A list of 837 industrial accidents reported to the Inspectors during 1907 is given, of which number 43 were fatal.

ALBERTA REPORT.

Public Works of Alberta.

Annual Report of the Department of Public Works of the province of Alberta, 1907. Edmonton: Government Printer, 1908. Pages 117.

The report of the Department of Public Works of Alberta for 1907 shows that much work has been accomplished in the development of that province. There were 258 new bridges built by the Department, of which 13 were of steel construction. A large amount of work was done on main roads, particularly in the country north and west of Edmonton. Sixteen ferries were operated, five of which were new. The construction of telephone lines which was commenced by the Government in September, 1906, was

vigorously continued, and at the end of 1907 there were in operation 599 miles of line, of which 544 miles had been constructed, and 53 miles had been acquired. The government also installed 14 exchanges, and acquired 4 others. A large number of petitions were received for the construction of rural and farmers' party lines.

BRITISH REPORT.

Condition of Home Workers.

Report from the Select Committee on Home Work, together with the proceedings of the committee. London: Wyman & Sons, 1908. Pages, 49. Price, 5½ d.

On February 11, 1908, a Select Committee was appointed by the British House of Commons to consider and report upon the conditions of labour in trades in which home work is prevalent. In the report of the committee, home workers are divided into three main groups (1). The employer who works in his own home, and employs there persons from the outside. Such a home is a "workshop" under the Factory and Workshop Act, and and it must be registered as such. (2). The employer who works in his own home and employs only members of his own family. Such a home is a "domestic workshop" and must be registered as such. (3). Persons who do not employ any other person, but who undertake work for others, and do it in their own homes.

The third group with which the report chiefly deals, comprises the following classes: (1). Single women, widows, wives deserted by or separated from their husbands, and wives whose husbands are ill or unable to work. These are usually regular workers and vary much in age, skill, efficiency and earning power, and in the class of work they do. (2). Wives who obtain work when their husbands are out of employment. These are more or less casual workers, and some of them are unskilled. They have to take such work as is available at the moment on such terms as are offered to them. (3). Wives and daugh-

ters of men in regular employment, who wish to increase the family income. They usually select pleasant work, and do not ordinarily work very long hours.

The earnings of many home workers were found to be pitifully small for the following reasons:

(1). Much of the work is sewing, and requires no or very little previous training and experience, and consequently it can be done by almost any woman who is compelled to earn her living.

(2). Home work is desired by a large number of women whose circumstances render it impossible or difficult for them to undertake regular work in factories. It is preferred by others who dislike domestic service or regular work for fixed hours under supervision in factories or workshops. It is also sought after by daughters and wives of men in work, who wish to augment the family income. (3). As the payment for home work is necessarily at piece rates, those who for any reason find it difficult to secure and retain employment elsewhere find it more easy to obtain this kind of work than any other. These three causes render the supply of home workers very large and elastic.

(4). A large number of home workers produce articles in competition with machinery, and the cost of making the articles by machinery fixes the rate which can be paid to them.

(5). Another large section of home workers produce articles which if not sold at a low price would be made by the prospective purchasers at their own homes.

Among other causes for low earnings mentioned are competition with foreign made articles, intervention of middlemen, fierce competition among the employers, and inability of the women home workers to resist any tendency to reduction of rates.

In order to improve the lot of the home workers the Select Committee recommend that every home worker be required to register her name, occupation and address with the local authority, and obtain a certificate of such registration before receiving work to do at home for the first time, such certificate to be good until there is a change of residence. This re-

gistration would supplement the lists of outworkers which employers are now required to furnish. The provisions of the Public Health Act, 1875, with respect to the sanitation and cleanliness of factories and workshops should be extended to rooms where home work is done, the supervision of these matters to rest with the local authority, but on the failure of the local authority to act power should be given to the factory inspector to secure the enforcement of the law.

The establishment of Wages Boards for home workers is recommended, each Board to fix (1) a general minimum rate of time payment for an average home worker in the particular trade for which it acts, and also for any branch of or process in the trade for which a different rate might seem to be desirable, such other rate to be not less than the minimum rate. (2). Minimum piece rates for any work done by home workers, those piece trades to be such as would enable an average worker to earn not less than the equivalent of the minimum time rate. The trade suggested for which wages boards should be established in the first instance are tailoring and the making of shirts underclothing and baby linen, and the finishing processes of machine made lace.

Administration of Labour Laws.

British Association for Labour Legislation. Report of the Administration of Labour Laws in the United Kingdom. London: Twentieth Century Press, Limited. Pages 47. Price, 6d.

An interesting report has been issued by the British Association of Labour Legislation upon the Administration of Labour Laws in the United Kingdom in the pursuance of a resolution passed at the fourth delegates' meeting of the International Association for Labour Legislation, in 1906. The report is drawn up in the form of a series of answers to questions embodied in the resolution of the International Association, covering the following subjects: I. General Application of the Law. II. Inspectorial Staff; Numbers, Constitution and Methods of Procedure. III. Co-operation of the Workers in the Administration of the Law. IV. General Control of Administration. V. Reform of System of Inspection.

The officials who administer the laws regulating the conditions of labour in the United Kingdom are (a) Factory Inspectors; (b) Mines Inspectors. These two are under the Central Government and attached to the Home Office. (c) Railway Inspectors under the Central Government and attached to the Board of Trade; (d) Public Health Officers (Sanitary Inspectors, or other Inspectors appointed by local authorities. The duties and powers of each of these classes of inspectors are given very fully, and the working of the Factories' and Workshops Act, the Public Health Acts, the Regulation of Railway Acts and the Mines Acts, is described, so far as they affect the employees. The value and interest of the report is enhanced by the addition of 12 statistical tables, showing the number of inspectors in each district, compared with the numbers of factories and employees, the number of prosecutions under the various Acts, and the penalties for each offence.

NEW ZEALAND REPORT.

Industrial Conditions in New Zealand.

Seventeenth Annual Report of the Department of Labour, 1908. Wellington, New Zealand: Government Printer, 1908. Page, 167.

The report of the Department of Labour of New Zealand for the year ended March 31, 1908, shows continued industrial progress in that Dominion. Compared with the previous year there was an increase of 798 factories and 3,315 employees. In the last fourteen years the number of factories has increased from 4,109 to 11,586, and the number of factory workers from 29,879 to 78,625. The total amount of wages paid in factories was £5,319,019, compared with £4,831,037 in the previous year, and the average wage for 1907-8 was £67 13s. compared with £64 3s. in 1906-7. There were 577 accidents in factories, of which 6 were fatal, against 679, including 16 fatal accidents in 1906-7. Attention is called to the shortage of the labour supply caused by the great decrease in the birth-rate, which fell from an average of 41.32 per thousand in 1876-1880 to only 27.08 per thousand in 1906. The industrial Conciliation and Arbitration Act of New

Zealand is credited with raising wages, shortening hours, and promoting the prosperity of the employer by steadying trade and business, and of the employee by providing for the continuity and permanence of work.

OTHER REPORTS RECEIVED.

Canada.—Report and recommendation (with Appendices) of the Dominion Fisheries Commission, appointed to enquire into the Fisheries of Georgian Bay and adjacent waters. Geological Survey, Canada. Index to reports, 1885-1906.

Ontario.—Fourteenth Annual report of the Fruit Experiment Stations of Ontario, 1907.

British Columbia.—Twenty-first Annual report of the Vancouver Board of Trade, 1907-1908.

Great Britain.—Third and fourth reports of the committee appointed by the Board of Trade to examine and where necessary to test appliances designed to diminish danger to men employed in railway service.

United States.—Twenty-first Annual report of the Bureau of Labour and Printing of the State of North Carolina, 1907.

Proceedings of the Fourth Annual meeting of the National Child Labour Committee. Child Labour and Social Progress.

Austria.—Die kollektiven Arbeits- und Lohnverträge in Oesterreich im Jahre, 1906.

Belgium.—Revue de l'Institut de Droit comparé. Première année, 1908.

Germany.—Die Weiterbildung des Tarifvertrags im Deutschen Reich,

Erhebung über die Arbeitszeit in gewerblichen Fuhrwerksbetrieben.

Statistischer Jahresbericht der Stadt Wiesbaden. I. Jahrgang, 1907.

MINERAL RESOURCES OF CANADA. *

A very useful publication upon the mineral resources of Canada has recently been issued by the Canadian Mining Journal to celebrate the visit of the

(*) Mineral Resources of Canada, published by the Canadian Mining Journal, Confederation Life Building, Toronto, pages 136.

British and Continental mining engineers to Canada. In this volume the uses and characteristics of each economic mineral are briefly described, with particulars of the districts in which they occur. The volume contains statistics showing the total mineral production of Canada for each year since 1886 and the production of each of the principal minerals in 1907, with comparative statistics for the last two years. The progress of the mining industry is illustrated from the fact that

in 1886 the production amounted to the value of \$10,221,255, while in 1907 it had increased to \$86,183,477. An interesting sketch is given of mining in the various provinces, in which the subject is treated largely from an historical point of view. Representations of many of the principal ores are given in their natural colours, and various maps are contained in the volume showing the mineral districts of Canada.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopsis of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different provinces of Canada.

PRIVY COUNCIL CASE.

Decision in Sheet Metal Workers' Union of Toronto, Ont., vs the Metallic Roofing Company.*

The following is the judgment of the Lords of the Judicial Committee of the Privy Council on the appeal of William Jose and others vs. The Metallic Roofing Company of Canada, Limited, from the Court of Appeal for Ontario, delivered the 30th day of July, 1908:—

Present at the hearing were: Lord Robertson, Lord Atkinson, Lord Collins, Sir Arthur Wilson.

The judgment was delivered by Sir Arthur Wilson.

HISTORY OF THE CASE,

This litigation arises out of a strike of workmen in the employment of the plaintiffs (respondents) and other proceedings following thereupon. The strike is the only matter which their Lordships think it necessary to deal with on this appeal.

The plaintiffs were manufacturers employing workmen in their business. The defendants (as the suit was ultimately constituted) were eight persons, sued on their own behalf, and on behalf of the members of a local Toronto trade union,

and also on behalf of the members of another union of wider scope.

The statement of claim alleged that the defendants had conspired to injure the plaintiffs in the conduct of their business; and the first complaint was that in pursuance of the conspiracy the union called out the plaintiffs' men, who, in obedience to the call, went out on strike.

The case went for trial and was heard before McMahon, J., and a jury. There was no doubt that the strike took place and no doubt that there were resolutions of the unions directing the strike. The question relating to it was whether there was any right of action in respect thereof against the defendants.

JUDGE'S CHARGE.

The learned judge, in charging the jury, said to them:—

"I am going to ask you, in the questions which I am submitting, whether any of the union men who were in the plaintiff's employment left the employment of their own volition, of their own free will, and without any regard to the resolution that was passed by the union, because, if they did that, that was within their right. But if they left through the resolution that was passed, which provides that within a certain number of days, if the agreement was not signed, they would be called out, and forced to leave the plaintiffs' employment, then there was an illegitimate exercise—that was a power that ought not to be exer-

* See the *Labour Gazette* for August, 1908, page 296.

cised as against the Metallic Roofing Company. And if it were exercised to their detriment, then the union is liable in damages."

NOT ACTIONABLE WRONG.

The same view is expressed in subsequent passages of the learned judge's charge, and their Lordships think that these passages cannot but have meant to the jury that the calling out of the men on strike by resolutions of the union if those resolutions were the cause of the strike, was an actionable wrong, without regard to motive, and without regard to the conspiracy alleged. That is a ruling which, in their Lordships' opinion, cannot be supported.

It was contended, however, that at the close of the trial, before the case went to the jury, the learned judge corrected any misapprehension which might have arisen from his earlier rulings. What passed is thus recorded:

ATTEMPT TO CORRECT.

"I have asked you, gentlemen of the jury, in the first question, were the workmen of the plaintiff company wrongfully and maliciously coerced to leave its employment by the defendants, or any of them?"

"Now, if you answer that question in the affirmative, that negatives that the union were doing what they did in their own interest, because they were doing something that was manifestly wrong."

Their Lordships think that what has been cited is sufficient effectively to correct the previous misdirection.

NEW TRIAL ORDERED.

On the ground of the misdirection already pointed out, their Lordships think that the verdict and judgment cannot be supported. They will, therefore, humbly advise His Majesty, that the appeal should be allowed, that the judgments below should be discharged and a new trial had, that the respondents should pay the costs in the Court of Ap-

peal and in the Divisional Court, and that the costs of the first trial should abide the result of the new trial.

The respondents will pay the costs of this appeal.

QUEBEC CASES.

Foreman Fined.

At Hull, Que., a foreman employed in connection with the construction of a dam across the river Ottawa, was fined \$25 by the Police Magistrate for abusing one of the workmen under him. Similar complaints against the same foreman had been preferred by other workmen.

Actions in re the Quebec Bridge Disaster.

Messrs. Davidson & Desrivieres, advocates, have taken out thirty-six actions in the Superior Court against the Quebec Bridge Company and the Phoenix Bridge Company. The plaintiffs are the widows or relatives of the victims of the Quebec bridge accident on the night of the 29th August last year, the majority being residents of Caughnawaga. The actions are for amounts varying from \$1,500 to \$20,000.

ENGLISH CASES.

Employment of a Casual Nature.

Defendant, for about two years before the accident happened, used to employ a man, who earned his living by cleaning windows, to clean the windows of his private house whenever they needed cleaning. His practice was to send a postcard to the man asking him to come and clean the windows, and he was paid at the end of each job. There was no contract that he should be employed. While engaged in cleaning the windows he was killed by an accident. It was held that the employment was of a casual nature and defendant was not liable to pay compensation under the Workmen's Compensation Act, 1906.

Section 13 of the Act is as follows:—"Workman does not include a person whose employment is of a casual

nature, and who is employed otherwise than for the purposes of the employer's trade or business but, save as aforesaid, means any person who has entered into or works under a contract of service or apprenticeship with an employer, whether by way of manual labour, clerical work, or otherwise, and whether the contract is expressed or implied, is oral or in writing."

(*Hill v. Begg*; 4th June, 1908; Court of Appeal.)

**Election to Sue at Common Law bars-
Action under Workmen's Compen-
sation Act, 1907.**

A workman under 21 years of age, who was injured by an accident, gave notice of the accident within six calendar

months, under the Workmen's Compensation Act, 1897. More than a year after the accident, the workman brought an action against the employer at common law to recover damages for the injuries caused by the accident. In this action judgment was given for the employer. The workman then applied to the County Court for the assessment of compensation under the Act, and the County Court Judge made an award of compensation. Defendants appealed and it was held that the workman, having elected to proceed at common law, was not entitled to compensation under the Act.

(*Cribb v. Kynochs, Limited*; 4th June, 1908; Court of Appeal.)

For a note of former proceedings, see July, 1907, number of the *Labour Gazette*, at page 114.

THE LABOUR GAZETTE

OCTOBER, 1908.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF SEPTEMBER, 1908.

I.—GENERAL SUMMARY.

GENERAL industrial and labour conditions showed a marked improvement during September compared with the earlier months of the season. The weather was exceptionally favourable for the harvesting, threshing and marketing of the grain crops, and the early date at which these operations became possible tended greatly to increase the general activity. The amount of western grain forwarded up to the end of September was over ten times in excess of that shipped during the corresponding period of 1907, with the result that transportation employees had a very busy month. The favourable estimates made earlier in the season with regard to the extent of the agricultural yield have been largely confirmed; it is expected that the western wheat crop will exceed 100,000,000 bushels, while the crop returns in Ontario and the eastern provinces will show a large increase over those for 1907. The crop is uniformly of excellent quality. A car shortage developed in western Canada towards the close of the month and some inconvenience and loss resulted to grain and cattle shippers. Another important feature of the month affecting labour was the increased activity of railway construction in western Canada and elsewhere along the line of the National Transcontinental Railway. This absorbed a large number of workmen. The manufacturing industry and the building trades also showed a marked

improvement compared with August. Coal mining in Nova Scotia slackened somewhat, but elsewhere the industry had a good month. The lumber trade was dull, and the cut during the coming winter will be considerably below that of last year; the number of men engaged in the woods and the rates of wages paid show a considerable diminution. Immigration returns continue to show a pronounced decline compared with 1907. Domestic trade was for the most part stationary; as soon, however, as the cash returns of the crops reach the producers' hands an immediate increase in the general movement is anticipated.

Changes in Wages and Hours of Labour.

Wages remained for the most part stationary during September with a slight upward tendency among experienced farm help and railway construction labourers in localities where a scarcity prevailed. On the whole, rates were lower than those prevailing at the corresponding period of 1907.

As a result of the activity in canning factories in Ontario the wages of female help advanced.

At Quebec, Que., a number of mechanics and labourers employed by the provincial government had their wages advanced from \$8.75,—\$10.50 to \$10.50,—\$12.25 per week.

The longshoremen at St. John, N. B.,

have entered into a five year's agreement with the Canadian Pacific Railway and the Donaldson steamship lines covering both, winter and summer work. The lengthy period of the agreement is designed to insure greater permanency in labour conditions than is secured by annual contracts. (*)

Cost of Living.

Values were generally steady. Fruit and vegetables were lower than last year. Poultry was also downward in price. Milk was upward at several points, and fodder showed a tendency to advance in Quebec. Eggs and butter continued exceptionally high. Pork and lard were firmer. Lumber and building materials were weak. Metals continued weak, but there were signs of a stronger buying of heavy metals by the railways.

Interruptions to Industry.

The number of trade disputes in existence during September was 4 less than in July, and there was a decrease of about 13,515 in the number of working days lost. Compared with September, 1907, there was a decrease of 20 in the number of disputes, but an increase of about 118,010 in the number of working days lost.

Among industrial establishments, etc., destroyed by fire or through other causes during September, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scotia.—Store at Halifax, loss, \$25,000; dairy building at provincial farm, Truro, loss, \$4,000.

New Brunswick.—Produce Warehouse at Fairville loss, \$4,000; business block at Nelson; school house at Petitcodiac, loss, \$3,000.

Quebec.—Saw-mill at Belœil; store house at Hochelaga saw-mill and four residences at Jeune Lorette, loss, \$13,000; grist mill at Madoc, loss, \$5,000; stables, out-houses and dwellings at Masson, loss, \$6,000; stores, church and dwellings at Megantic, loss, \$40,000; stables and contents at Martindale, loss, \$1,000; at Montreal, stables and residences, loss, \$7,000; tinware factory, loss, \$10,000; carriage shop, loss, \$2,500; dry-house, loss, \$1,500; saw-mill at Roxton Falls; portion of the village of St. Agnes, loss, \$40,000; stores and residences at St. Antoine Abbé, loss, \$29,000; two stores at St. Johns; nine stores and dwellings at St. Rémi, loss, \$70,000; stores and dwellings (27 buildings) at Ste. Marie de la Beauce, loss, \$30,000; railway station at Valois; foundry at Windsor Mills, loss, \$3,000.

* See report of St. John, N.B., correspondent.

Barns at Beebe Plains, Flodden, Magog, Rock Forest, Rock Island, St. Jérôme, St. Michel de Napierreville and Sherrington.

Forest fires in the Eastern Townships in the first weeks of the month caused heavy damage both to standing timber and other property. * Owing to the smoke which hung over the St. Lawrence navigation was seriously handicapped for several days; on September 14, the steamers "Corinthian" and "Malin Head" came into collision below the Island of Orleans damaging both.

Ontario.—Livery barns and horses at Arnprior, loss, \$3,000; rolling mills and horseshoe factory at Belleville, loss, \$15,000, 125 men out of employment; out buildings and residence at Bath, loss, \$5,000; ten stores at Brantwood were wrecked by an explosion of gas, loss, \$50,000; electric light plant at Brockville; stables, 5 horses and lime kiln at Carleton Place, loss \$2,500; smelting works at Deseronto; furniture factory (partial) at Ingersoll; canning factory at Kingston, loss, \$5,000; bank, post office and stores at l'Original; cooperage mill at Marmora, loss, \$20,000; Canadian Pacific Railway bridge near North Bay; sub-post office and hardware store at Niagara Falls, loss, \$3,000; canning factory at Picton, loss, \$50,000; brass works at Port Colborne, loss, \$75,000, 65 hands thrown out of employment; two stores at Smith's Falls, loss, \$1,500; business block at Strathroy, loss, \$50,000; at Toronto, stores and hotel, loss, \$4,000; tannery, loss, \$100,000; boat house and 40 boats, loss, \$10,000; warehouse, loss, \$2,500; hotel. An explosion of a furnace in the steel works at Welland threw 40 men out of employment.

Washouts on the Lake Superior division of the Canadian Pacific Railway in the beginning of the month caused delay to traffic.

Forest fires near Lake Superior spread over a large area and caused heavy damage to timber, the smoke impeding navigation seriously on the Great Lakes.

Barns were burned at Ancaster township; Bowmanville, Charleston, Dover, Durham, Hagersville, Harwick, Montague, Raleigh, St. Anne, Southwold, Smiths' Falls, St. Jacobs, Sandwich, Waterloo and Welland.

The steamer "King Edward" ran on a reef south of Chantry island in Lake Huron in a fog on September 5, and became a total loss.

Manitoba.—Six business places at Altona, loss, \$60,000, elevator and 50,000 bushels of wheat at Fosebud, loss, \$30,000; elevator and three freight cars at Shoal Lake, loss, \$5,000.

British Columbia.—Two stores and hotel at Greenwood, loss, \$75,000; hotel, hall and 2 stores at Nelson; 6 stores at Mische, loss, \$20,000.

Forest fires have done damage in several sections of the province; rains in the first week of the month alleviated conditions in this respect.

Conditions in the Industries and Trades.

Conditions of employment during September in the several industries and trades throughout Canada as indicated by the reports of correspondents to the *Labour Gazette*, and by information received at the Department from other sources, may be briefly summarized as follows:—

Agriculture.

Dry, warm weather prevailed during September, throughout Canada, and

* See report of Sherbrooke, Que., correspondent.

greatly assisted in the harvesting, threshing and marketing of the grain crops. The same conditions retarded fall ploughing and seeding; pastures and root crops suffered severely from the drought, and the production of milk, butter and cheese showed a rapid decline, though receipts at Montreal continued heavy. There was an active demand for farm labour in nearly every section, coupled with a considerable lack of experienced help. With regard to conditions in particular sections of the Dominion more detailed information is as follows:—

In the north-west provinces exceptionally good progress was made with cutting, threshing and marketing. Cutting was completed in most sections by the middle of the month. Threshing in some districts was hindered for the want of labourers, the rate offered being as high as \$2.25—\$2.50 per day. The total number of harvesters distributed along the Canadian Pacific Railway line was estimated at 24,000. Transportation facilities were reported adequate at most points in Manitoba, but a scarcity of cars was complained of in many sections of Saskatchewan towards the end of the month. In the third week of the month over 400 cars per day were already coming forward. Estimates as to the probable yield were most favourable, and it was uniformly expected that the crop will exceed 100,000,000 bushels. The quality of the grain is generally excellent. Prices were high, though wheat was a little lower owing to liberal receipts and the unusually early date at which the crop movement began. The demand for cash wheat at Winnipeg, Man., however was more active than in several years. Oats also were high in price. Western cattlemen reported exceptionally favourable prices and conditions.

Official statistics relating to the field crops of Ontario show that the wheat area is practically the same as that of 1907; the yield however is estimated at nearly a million bushels in excess of the final returns of last year. The area in barley shows a shrinkage of about five per cent, and the crop is about a million bushels short of the crop of 1907. The

poor crop of oats in 1907 caused a falling off in the area of 1908 of over five per cent, or 150,000 acres; the yield, however, shows an estimated increase of about 15 million bushels, the yield per acre being seven bushels in excess of 1907 and equal to average of the previous 26 years. The areas in rye and peas show substantial increases though below the average. The bean crop differs little from that of 1907. There is a slight reduction in the hay area, but the yield harvested a quarter of a ton to the acre over the light crop of last year. Full returns after threshing will not be received until November when final estimates will be made. There has been a sufficiency of ordinary farm help, but first class agricultural hands were as scarce as ever. Harvesters' wages ranged from \$1 to \$2 a day with board, \$1.25 and \$1.50 being most frequently given; monthly rates varied from \$15 to \$35 with board, according to experience. More tried men were being hired by the year with house, although improved machinery is rendering farmers more independent of help outside of the family. Corn cutting was progressing under very favourable conditions.

In Quebec, New Brunswick and Nova Scotia very favourable conditions prevailed and the yield will considerably exceed that of 1907. The quality and quantity of river products arriving at St. John, N. B., has been equal to previous years. Crop reports from Prince Edward Island show that the return will be above the average. Hay is the heaviest crop known for many years, wheat is an average, and peas, grain and potatoes are above the average. Barley alone is below the average. Berries gave large yields and apples will be an average crop, with market conditions ahead of last year.

The September crop statistics published by the Department of Agriculture Canada, estimated the western wheat crop at 104,053,000 bushels, as compared with 110,526,000 bushels at the end of July. The estimated total yield of wheat for all Canada is 124,690,000 bushels, of oats 269,944,000 bushels, and of barley 49,488,000 bushels. The steady growth

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue, several trades and industries throughout the Dominion. This table has reference only to the amount of employment headings in the *Gazette*. In tabulating the information in question, the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural operations.	Fishing.	Lumbering (including saw-milling.)	Mining.	Manufacturing.	Railway Construction.	Building Trades.
Nova Scotia—							
Sydney.....	Busy	Quiet	Dull	Active	Very busy		Active
Westville.....	Busy	Quiet	Very Quiet	Active	Active		Active
Halifax.....	Active	Quiet			Quiet		Quiet
Amherst.....	Busy		Very dull	Busy	Quiet		Active
Prince Edward Island—							
Charlottetown.....	Busy	Quiet			Active	Active	Active
New Brunswick—							
Moncton.....	Very Busy		Dull		Busy	Very busy	Active
St. John.....	Active		Quiet				Quiet
Newcastle.....							Active
Quebec—							
Quebec.....	Active		Active				Quiet
Sherbrooke.....	Active		Quiet		Quiet		Active
Three Rivers.....	Busy		Busy		Active	Active	Very busy
St. Hyacinthe.....	Active				Active		Quiet
Maisonneuve.....	Busy				Quiet		Active
Montreal.....	Active				Quiet		Active
Hull.....			Active		Busy		Active
Ontario—							
Ottawa.....	Active		Quiet		Active		Active
Kingston.....	Busy		Quiet		Active		Active
Belleville.....	Busy	Quiet	Active	Active	Active	Active	Active
Peterborough.....	Busy		Quiet	Dull	Quiet		Active
Toronto.....	Busy				Active		Active
Niagara Falls.....	Busy				Active		Quiet
St. Catharines.....	Busy				Active		Active
Hamilton.....	Busy				Quiet		Active
Brantford.....	Busy				Quiet		Active
Guelph.....	Active				Quiet		Active
Berlin.....	Busy				Active		Active
Woodstock.....	Busy				Quiet		Active
Stratford.....	Busy				Active		Active
London.....	Busy				Dull		Dull
St. Thomas.....	Busy				Active	Active	Active
Chatham.....	Busy				Active		Active
Windsor.....	Busy				Active		Busy
Sault Ste. Marie.....	Active		Dull		Dull		Quiet
Port Arthur and Fort William.....	Active	Busy	Busy	Active	Active	Busy	Active
Manitoba—							
Winnipeg.....	Busy				Quiet	Very busy	Quiet
Brandon.....	Busy					Busy	Quiet
Saskatchewan—							
Regina.....	Busy						Active
Moosejaw.....	Busy						Quiet
Alberta—							
Calgary.....	Very busy			Quiet	Active		Dull
Edmonton.....	Busy				Active	Very busy	Active
Lethbridge.....	Very busy			Quiet		Busy	Quiet
British Columbia—							
Nelson.....	Busy		Quiet	Active			Dull
New Westminster.....	Active	Active	Active				Quiet
Vancouver.....	Active		Dull				Active
Victoria.....	Active		Active	Active		Active	Active
Nanaimo.....		Quiet	Active	Active			Active

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES G., NO. 55.

CAÑADA DURING THE MONTH OF **SEPTEMBER**, 1908.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken of wage changes; trade disputes and kindred phenomena are treated under separate order indicating in each the degree to which general conditions were favourable or unfavourable, as follows: (1) active.

Metal, Engineering, Ship-building.	Wood-working	Printing and Allied Trades.	Clothing.	Food and Tobacco Preparation.	Leather.	General Transport.	Miscellaneous.	Unskilled Labour.
Active Active	Active Active	Active	Active	Active Active	Active	Active Active	.....	Active Active
Active	Quiet	Active Active	Active Active	Active	Active	.....	.....	Active Active Active
Active	Active	Active	Active	Active	Active	Active	Active	.....
Active Active	Busy Quiet	Busy Active	Busy	Busy Active	Quiet	Active Active Active	Active Active	Active Quiet Quiet
Active Dull Busy Active Active Active	..... Active Active Active Quiet Active	Active Active Busy Active Busy Active	Quiet Active Active Active Active Active	Active Active Active Active Active Active	Active Active Active Active Active Quiet	Quiet Busy Active Active Active Active Active	Quiet Active Active Active Active Active	Dull Active Busy Active Dull Quiet Active
Quiet Active Quiet Quiet Active Active Active Quiet Quiet Quiet Quiet Active Dull Active Quiet Quiet Dull	Quiet Active Busy Active Active Active Active Active Active Quiet Quiet Dull Active Quiet Active Active Dull	Very busy Active Active Active Active Active Active Active Active Active Active Active Active Active Active Active Active	Active Active Busy Active Quiet Active Quiet Active Quiet Quiet Quiet Active Active Active Active Active	..... Active Active Active Active Very busy Active Active Active Active Active Active Active Active Active Active Active Active	Active Active Active Active Active Active Active Active Active Active Active Active Active Active Active Active Active	Quiet Active Active Active Active Active Active Active Active Active Active Active Active Active Active Active Active Active	Quiet Quiet Active Active Active Active Active Active Active Active Active Active Active Active Active Active Active Active	Active Quiet Dull Active Dull Active Dull Active Active Quiet Active Very dull Dull Very dull Active Active Dull Active
Quiet Quiet	Quiet Quiet	Very dull Active	Very dull Active	Quiet Active	Active	Busy Active	Active Active	Dull Dull
Active Dull	.....	Dull Active	.....	Active	.....	.....	Quiet Active	Dull
Active	.....	Active Active	Active	Busy Active	.....	Busy	Busy Active	Dull Active Quiet
Active Dull Active Quiet	Quiet Quiet Active	Active Quiet Active Active	Quiet Dull	Active Dull Quiet	..... Dull	Active Quiet Quiet	Dull Active Dull Busy	Very dull Dull Very dull Dull Active

of the western farming community is indicated by the announcement that during August over a million acres in Saskatchewan and Alberta have been taken up by settlers since the even numbered sections were thrown open for homesteading.

Weather conditions have been very favourable for fruit, especially peaches, grapes and plums, though less favourable for apples. The month was noticeable for the absence of high winds and the favourable conditions prevailing for picking and marketing. A heavy crop of apples in Nova Scotia is anticipated, and a fair crop elsewhere. Tomatoes ripened under exceptionally favourable conditions. Prices were somewhat low as the quantity of fruit of all kinds upon the market was more abundant than is usual at this season of the year. The British market for apples was somewhat dull. The staff of Dominion fruit inspectors has been considerably increased by new appointments.

The Scottish Agricultural Commission visited the Northwest provinces during September.

Final returns as to the western wheat crop of 1907 showed a total yield of over 70,000,000 bushels for which \$44,000,000 were received.

A bulletin issued from the Department of Agriculture, Canada, shows the growing importance of the dairy industry in Canada. The returns refer to factories only. The quantity of butter made in factories in 1907 was 45,930,294 lbs., of the value of \$10,949,062. The quantity of cheese was 204,788,583 lbs., of the value of \$23,597,639. The total value of dairy products in factories for 1907 was \$35,457,543, a gain of 19.26 in the seven years since 1900. Quebec is the province having the highest record for butter making and Ontario leads in cheese. In the western provinces there has been a general increase in butter making and a slight decrease in cheese. In Manitoba the increase in butter making since 1900 has been slight, but in Alberta in the seven years the increase has been 151 per cent. The output of factory butter for 1907 in Manitoba was 1,561,398 lbs., valued at \$338,427; cheese

1,289,413 lbs., valued at \$144,836. In Manitoba the average wholesale price of butter for the year was 25c and cheese 11c, while the average price for the whole of Canada was 24c for butter and 12c. for cheese. In Saskatchewan the price of butter was 28c and cheese 13c; in Alberta, 24c for butter and 12c for cheese. British Columbia commanded the highest price, the average being 32c for butter and 13c for cheese.

Fishing.

Conditions in the Maritime provinces were somewhat quiet; mackerel and herring were reported scarce in some localities, but fair in others. Some cod and hake fishing was done with fair results along the coast. Quahaugh fishing was in progress in Prince Edward Island.

The Lunenburg Grand Bank fishery has been the best for years. The 110 vessels comprising the fleet caught 138,625 quintals, 15,000 more than last year. The average catch was 1,256 quintals.

An arrangement with the express companies has been entered into by the Department of Marine and Fisheries, Canada, under which the Department, during the months of September, October and November, will be responsible for one third of the express rates on fresh fish from all points on the Canadian Atlantic coast to places in Quebec and Ontario.

An official regulation was issued by the Dominion government, under date of September 9, 1908, prohibiting the use or operation of vessels as steam trawlers operating "beam", "otter" or other trawls for the purpose of catching fish within the three mile limit and in the bays and harbours of Canada.

It was reported that the catch of white fish and pickerel on Lake Winnipeg had been heavier during the present season than for some time past.

It is estimated that the Fraser River sockeye pack will exceed that of 1907 by 16,000 cases, the total for 1908 being 73,369 cases compared with 59,185 cases in 1907. The total sockeye pack will amount to 343,608 cases in 1908, com-

pared with 314,074 cases in 1907. (*) The price of cohoes on the Fraser during the fall fishing season was fixed at 20 cents per fish by the Fraser River Cannermen's Association.

Lumbering.

The lumber trade in the Maritime provinces continued dull, with shipments on the whole very light and an early close down of plants anticipated. Wages and supplies for the camps will be considerably lower in price than last year, but the outlook is for a marked curtailment in the cut.

In Ontario and Quebec a number of the saw-mills have finished the season's run, but the majority will continue until stopped by the frost. The low water in the streams curtailed employment in several localities. Dullness continued in the Ottawa valley lumber trade, spruce and hemlock declined in price. Baswood on the other hand showed some buoyancy, but there was little demand for hardwoods. The demand for bush labourers was much less active than at the same period last year, as it is expected to curtail lumbering operations by from 33 to 60 per cent. (*) Wages for the lumber camps ranged from \$16 to \$26 and board, the latter rate being for good sawyers and teamsters. Swampers were offered from \$20 up and general hands from \$16 to \$20. These rates are about \$10 less than were paid during the winter of 1907-08. Only experienced lumber jacks are sought by the operators.

In British Columbia the mills were more active than in August owing to the improved demand for lumber from the prairie provinces, following the suspension of the price list. The rough lumber trade, however, was quiet and little general improvement was anticipated until the spring of 1909. The lath and shingle market remained unchanged. In the logging camps dullness prevailed. Good progress was made on the plant of the Fraser River Lumber Company, Fraser Mills, B. C., which

when complete will have a capacity of 350,000 feet per 10 hour day. The British Columbia government again suspended the act prohibiting the export of logs to the United States for 60 days. This will permit exports until November 1. A new set of rules in connection with timber licences on Dominion lands has been published. They provide for the prevention of forests fires, and order that all debris left in taking off timber be gathered together and burned within a suitable fireguard. Every operator, is also to have an efficient fireguard around his works, and there are other regulations which the lessees will be bound over to perform in a sum to be determined by the Minister of the Interior. New Dominion orders-in-Council are also published with reference to timber lands in the Railway Belt of British Columbia. It is provided that permits may be issued for the cutting of fire-killed timber for lumber, telegraph poles, ties, etc.

Forest fire losses in Canada during August and September have been unusually heavy. (†)

Mining.

Operations were somewhat less active in the Nova Scotia collieries than in August especially in the Cape Breton mines. The Dominion Coal Company reduced its output and laid off a number of men. A falling off in the coal trade was alleged as the cause for the reduction, the general consumption owing to quietness of trade being less. Some reduction is usual at this period of the year; staffs recently have been exceptionally large and extensive banks have been collected. The Dominion Coal Company's output to August 31, was 2,609,488 tons, an increase of 313,219 over 1907.

Asbestos mining in Quebec was less active, and some staffs at Thetford Mines were reduced.

At Cobalt, Ont., conditions were very active and a large quantity of silver ore was reported as blocked.

The volume of trade in the coal mining districts of southern Alberta continued

* For a statement in full detail see report of New Westminster correspondent.

* See report of Ottawa correspondent.

† See statements under heading "Interruptions to Industry", above.

light owing to the decrease in the demand from the Canadian Pacific Railway Company and from manufacturing concerns.

Ore shipments in the Boundary district fell off during the closing week of August and in September, owing to uncertainty in the coke supply. Seven of the furnaces of the Granby Company were in blast, a fairly steady supply of coke being available from Michel. The Dominion Copper Company was also affected by the coke shortage resulting from the Fernie fire, but the British Columbia Copper Company was running as usual. Shipments from the Nelson district have aggregated about 65,000 tons for the year to date.

The annual report of the Consolidated Mining and Smelting Company for the year ended June 30, 1908, showed the largest ore production in the history of the company. Operating profits were affected by the marked decline in the price of metals, lead in the London, Eng., market having declined from £20 to £12.5 and silver and copper in the New York market from .67½c. and 22 1-8c, to .53 5-8c. and to 12½c. respectively. The decline in profits on the company's tonnage for the year from this cause amounted to \$430,000. The Rossland, B. C., mines, however, have been developing better values than last year.

Representatives of the Institution of Mining Engineers of England visited Ontario and British Columbia during September on the invitation of the Canadian Mining Institute.

Manufacturing.

There was a considerable increase in activity during September at Toronto, Ont., and other leading manufacturing centres, as a result of the assurance of a heavy return from the western crop. Business sentiment, however, was still characterized by caution and a tendency to avoid increasing stocks.

The output and shipments of the Dominion Iron and Steel Company during August were larger than in any previous month. Open hearth production amounted to 26,500 tons while the output of wire rods totalled 5,000 tons. The blast furnaces of the Lake Superior Corporation at Sault Ste. Marie, Ont.,

resumed operations on September 15 and it was stated that the Bessemer open hearth blooming and rolling mills would resume on October 1. The outlook in the cotton industry was for an early increase in trade with a stiffening of prices on account of lessened production in Great Britain. The cordage industry is reported in a satisfactory condition exports having recently been much heavier than in any previous period, while the consumption of binder twine has been the greatest in the history of Canada. Canning factories in Ontario had a very busy month, the tomato yield having been heavy and of excellent quality. The employees work on piece work the average wage of a girl being \$1.25 per day.

Under date of September 17 the regulations issued under the "Inspection of Meats and Canned Foods Act" in August 1907, were rescinded and other regulations substituted. The leading feature of the new regulations is that all meat packing establishments shipping their product out of the country or from one province to another are brought automatically under inspection unless specially exempted by the Minister of Agriculture. Under the previous regulations only such establishments as were specially named by the Minister were brought under inspection. The new regulations also forbid railway companies from moving any product of meat packing establishments that does not bear the mark "Canada approved".(*)

Railway Construction.

There was a marked increase in the activity of railway construction operations, especially in western Canada, and large numbers of additional men and teams were taken on in connection particularly with the construction of the Grand Trunk Pacific. In New Brunswick, and in northern Ontario and Quebec, also, the month was very active. Some scarcity of labour was reported at

* An article dealing with the previous regulations and the enforcement of the Meat and Canned Foods' Act 1907, was published in the *Labour Gazette* for October 1907, page 442. A review of the act was published in the *Labour Gazette* for May, 1907, page 1251.

points in the West, \$2.25—\$2.50 per day being offered. The effect was to absorb a large amount of the surplus labour which prevailed earlier in the season in these sections. At Prince Rupert, B. C., wages in construction camps ranged from \$1.75 to \$2.00 per day exclusive of board and some over-supply of labour was reported. The work of laying steel west of Edmonton on the Grand Trunk Pacific railway line will be started in December.

On September 21, the first section of the Grand Trunk Pacific Railway completed for traffic was formally opened at Winnipeg, Man. The service inaugurated embraced the section of the line from Winnipeg, Man., to Wainwright, Alta., a distance of 666 miles. Three trains each way per week will be run by the construction company which is still in control of the line. The early opening of the section was decided upon at the urgent request of the settlers living along the route. It was announced by the president of the road that 1,000 new freight cars were on their way to the west, bringing to total number of cars in the possession of the Grand Trunk Pacific Railway up to 7,592, of which 5,197 were box cars. There are now 22 locomotives available for the business of the company.

The Moose Jaw-Edmonton line of the C. P. R. Co., was opened during September.

Tenders were advertised for the construction of the new National Trans-continental locomotive shops on a site already selected six miles east of Winnipeg, Man. The total cost of construction and improvements of yards and shops will be \$5,000,000. The tenders close October 8.

General Transport.

A feature of the month was the early date at which the movement of grain from western Canada was begun and the exceptionally heavy volume of that traffic. The result was an immediate increase in the amount of employment and in the earnings of railways. The earnings of the Canada Northern Railway for the first ten days of September showed

a gain of over 50 per cent, while Canadian Pacific Railway earnings showed the first weekly increase in several months. There was an improvement also in general traffic following the assurance of a profitable western crop.

Towards the close of the month a car shortage was reported in several sections of Saskatchewan and Alberta, as a result of the heavy volume of the grain traffic it being estimated that fully 400 cars were going forward daily in the third week of the month and that this amount had been more than doubled by the close of the month. The shortage was one of cars rather than of motive power. Elevators also were filling rapidly and were already full in several sections. Up to September 26th, it was estimated that over 10,000,000 bushels of wheat had been marketed at various points on the Canadian Pacific Railway line, a quantity more than ten times greater than had been marketed up to the same date of 1907. In Alberta stock raisers as well as grain dealers were suffering from the car shortage.

Navigation on the great lakes and in the St. Lawrence River was hampered by fog and smoke and considerable delay in traffic was incurred. A number of passenger boats were laid up after a successful season. A summary of traffic through the Sault Ste. Marie canals during August is as follows:—

Articles.	U.S. Canal.	Can. Canal.	Total.
Vessel passages...No.	1,684	808	2,492
Registered tonnage			
Net.....	3,818,729	1,467,340	5,286,069
<i>Freight:</i>			
East bound, Net tons.	3,610,752	1,407,967	5,018,719
West bound, Net tons	1,646,290	516,421	2,162,711
Total freight			
Net tons.....	5,257,042	1,924,388	7,181,430

The shipments of grain and wheat and the number of passengers passing through the Canadian canal were greater than those passing through the United States canal.

The steamship "Laurentic" was launched by the White Star Company at Belfast

Ireland, for the Canadian trade. The "Laurentic" will be a single funnel two masted steamer of 14,500 tons gross register, 565 feet in length and 67 feet and 4 inches in beam. A sister ship the "Meganitic" will be launched shortly.

A statement issued by the Richelieu and Ontario Navigation Company showed that the present has been the most successful year in the history of the company, passenger traffic having exceeded expectations and earnings showing a considerable increase over those of 1907.

Under the act of the recent session of the Dominion parliament amending the Railway Act, increasing the number, enlarging the powers and reconstituting the organization of the Board of Railway Commissioners, the following appointments were made under date of September 17, 1908: James Pitt Mabee of the City of Toronto in the Province of Ontario, Esquire; the Honourable Michel Esdras Bernier, a Member of the King's Privy Council for Canada; James Mills of the City of Guelph, in the Province of Ontario, Esquire; D'Arcy Scott of the City of Ottawa, in the Province of Ontario; Esquire, Barrister-at-law; Thomas Greenway, of the City of Winnipeg, in the Province of Manitoba, Esquire; and Professor S. J. McLean, of the City of Toronto, in the Province of Ontario to be Members of the Board of Railway Commissioners for Canada. The said James Pitt Mabee to be Chief Commissioner of the Board, and the said D'Arcy Scott to be Assistant Chief Commissioner thereof.

The total revenue of the Toronto Street Railway Company for the year ended August 1, 1908, was \$3,505,844 out of which the city was paid \$522,300.

The annual report of the Intercolonial Railway Employees' Relief and Insurance Association for the year ended June 30, 1908, was issued during September. Total receipts from all sources were \$73,310.83 added to an aggregate balance on June 30, 1907, of \$16,217.34. The total expenditure was \$73,185.03 leaving an aggregate balance on June 30, 1908, of \$16,343.14. There were 50 deaths during the year from natural causes, 6 deaths from accidental injuries and 6

claims for total disabilities, the aggregate outlay on account of which was \$29,500. The average total cost per member for sick and accident indemnity fund was \$3.70 and for surgical attendance, \$2.95. The annual meeting of members will be held at Moncton, N. B., on October 14.

On September 1st a hearing was given by the Board of Railway Commissioners for Canada to representations with regard to the transportation of explosives by railway companies with a view to the formulation of a set of rules to apply in the matter.

The Trades.

Building.—There was a general and marked increase in building activity during September. At Toronto, Montreal and other centres the number of permits issued was on an increased scale as compared with the previous months of the year and the outlook for autumn and winter employment has considerably improved. At Vancouver, B. C., permits for the first eight months of the present year show an increase of 15 per cent over the same period of 1907. The total value of buildings for which permits were issued up to August 31st was \$4,509,000.

Metal and woodworking.—Conditions were fair to active, employment in woodworking establishments having increased, though iron working establishments were still somewhat quiet.

Printing.—The allied trades had a busy month.

Clothing.—Journeymen tailors reported an increase in activity from seasonal causes, but garment, boot and shoe workers were somewhat quiet.

Leather.—A fair month was reported.

Textile.—The outlook improved considerably as compared with August.

Food and tobacco.—Bakers, confectioners, butchers, etc., had a busy month in connection with agricultural exhibitions, etc. Cigar makers and tobacco workers were quiet.

Miscellaneous.—Barbers, hotel, restaurant, laundry workers, etc., had a busy month.

Unskilled labour.—A marked improvement as compared with August took

place. Though the supply remained in excess of the demand in some localities, it had been well absorbed in several centres by the increased demand for railway construction hands and for labour in connection with harvesting and the moving of the crop.

Canadian Trade and Revenue.

Foreign trade.—During August, 1908, the total value of imports entered for consumption was \$23,656,147 compared with \$33,919,620 in August, 1907. The total value of imports entered for consumption for the five months ending August 31st, 1908, was \$115,533,348 compared with \$165,723,630 during the corresponding period of 1907. The total value of domestic exports during August, 1908, amounted to \$22,910,611 compared with \$26,179,698 in August, 1907. The total value of domestic exports during the five months ended August 31, 1908, amounted to \$90,115,621 compared with \$99,870,054 in the corresponding period of 1907. During August, 1908, there was an increase in the export of manufactures but decreases in exports of the mine, the fisheries, the forest, animals and their produce and agriculture. The grand total of trade for the month of August, 1908, was \$48,107,059 compared with \$61,730,676 in August, 1907. For the five months ended August 31, 1908, the grand total of Canadian trade was \$211,658,083 compared with \$275,887,631 in the corresponding period of 1907.

It was reported that since the establishment of the direct line of steamships between Canada and Mexico trade with that country had rapidly increased. A good market for Canadian lumber was reported in Japan and China and for Canadian butter, pianos, fish and confectionery in Brazil.

Imperial trade.—According to reports received from Trade Commissioners at the Department of Trade and Commerce, Canada, there were openings for Canadian butter, cheese, eggs, cow hair, tanning extracts, hay, canned goods, sundried apples, and canned new potatoes in Great Britain; for Canadian manufactures of provisions, breadstuffs and

foot wear in Barbados; potatoes, onions and fish in Australasia, and for hay, rubber boots and shoes in Newfoundland.

Domestic trade.—The volume of retail trade, notwithstanding the favourable crop news, was stationary and below that of last year, though it is expected that the increased spending power created by the crop with the small supplies in the hands of merchants throughout the country will lead to an early recovery. The prevailing warm weather kept back the sale of fall and winter goods. Collections were generally fair.

The bank statement for August showed a considerable increase in deposits, the net gain being \$14,302,000 as compared with a year ago, but there was a decrease in loan accounts, which were \$62,019,000 less than a year ago. It is regarded as certain that no money stringency will be felt this autumn. Harvest demands caused an increase in circulation of \$3,690,000, but the total circulation was still over \$6,000,000 below last year. Bank clearings have been increasing. The week ended September 24th. showed total clearings of \$85,602,277 an increase of \$6,348,600 over the corresponding week of 1907.

The semi-annual report of the Bank of British North America showed that the reserve fund had been increased by \$100,000 as a result of a satisfactory half year's business. Call and short notice loans have been reduced.

Notes.

Fall fairs were exceptionally well attended throughout Canada.

The rebuilding of the town of *Fernie, B. C.*, was progressing rapidly, a number of labourers having been sent from eastern Canada.

The annual meeting of the Ontario Iron Moulders' Conference Board was held at Toronto, Ont., during the opening week of September.

According to a bulletin recently issued by the Ontario Department of Agriculture the population of Ontario increased by 58,617 during 1907, the total population for the year being 2,200,363. The rural population showed a slight decrease,

The third annual convention of the *Independent Telephone Association* was held at Toronto, Ont., September 10. There are at present 338 independent telephone companies and 5,000 instruments belonging to these companies. The convention discussed the municipalization of telephone systems, expressing opposition to the arrangements recently concluded by the governments of Manitoba and Alberta with the Bell Telephone Company.

In an address delivered at Niagara Falls, Ont., on September 16. The Hon. Rodolphe Lemieux, Postmaster General of Canada, announced that a system of free rural delivery of mail would be introduced at once. All existing mail routes in Canada will be equipped with rural delivery boxes, under regulations to be published and enforced shortly, at the junction of every concession line with the main road. The people will also be given the privilege of having boxes located for the receipt and collection of their mail as desired.

The *Workmen's Store Company, Limited*, (Co-operative) of Dominion, C.B., organized with 36 members in December, 1902, transacted business during the six months ended August 22nd, 1908, amounting to \$32,125.92, an increase of \$2,415.92 over the previous half year and \$3,293.34 over the corresponding six months of the previous year. The net profits for the six months were \$3,620.64. The reserve fund is \$2,540.32 and the total membership 193. In the 5½ years in which the company has been in operation the members have put into the business in cash \$9,220.88, have withdrawn \$17,005.99 and have now to their credit \$14,360.90.

The Department of Public Works of Saskatchewan has a number of *road improvement* gangs working by day labour constructing and improving road allowances according to an adopted standard in the vicinity of Margo and Invermay. The Department is also undertaking by day labour in the districts in question the following bridge work: A steel highway bridge over the Assiniboine River about 7 miles north of Kamsack, \$5,000; a steel bridge over the Assiniboine River 20

miles north of Canora, \$5,000; and a number of small timber bridges in the vicinity of Theodore, Springside and Yorkton. Tenders are also being called for the building by contract of two reinforced concrete abutments for a steel highway bridge over the Assiniboine River west of Togo.

Speaking at Berlin, Ont., on September 24, the Rt. Hon. Sir Wilfrid Laurier made the following reference to the Department of Labour:—

"The time has come when the government feels that it should create a department of labor. The department is important enough to require the whole time and energy and attention of a minister of the crown, such as the railways have and such as other departments of public works have; and I repeat that at the first opportunity I shall submit to my colleagues and the representatives of the people of Canada in parliament, that the time has come when we should take this new step in the development of our country."

A *co-operative savings and loan society* was organized by members of the Civil Service at Ottawa on September 3. The objects of the society are to promote a spirit of unity, to encourage habits of thrift and self help, to receive savings and to assist members in obtaining loans for beneficial undertakings. The operations of the society are limited to the district comprised in the Federal electoral division of Ottawa. Officers of the society include a president, vice-president, secretary and general manager, a Board of Administration, a Board of Credit and a Board of Supervision. The constitution of the society deals in detail with capital shares and dividends, the rights and obligations of membership, the rights and obligations of shareholders, general and special meetings, the duties of officers and of boards, and the management of funds.

The hearing of a charge of conspiracy in *restraint of trade* land against the Dominion Wholesale Grocers' Guild was commenced at a special criminal Assize held at Toronto September 21st. The charge read as follows: "That Harry C. Beckell, George E. Bristol, John L. Davidson, T. B. Escott, W. G. Craig, J.

F. Eby, T. Kinnear, Dominion Wholesale Grocer's Guild, did during the years 1898-1905 at the city of Hamilton and elsewhere, did combine and agree, with the Cordova Sugar Refining Company, Acadia Sugar Refining Company, and about one hundred wholesale grocers in Canada, to limit the facilities in producing manufacturing and dealing in sugar, tobacco, starch canned goods, salt, cereal and other articles to restrain and injure trade, to unreasonable enhance the price of these goods, to lessen competition, and, in a word, to form what is commonly known as a combine." Mr. J. S. Cook of Montreal, secretary of the Guild in 1906 was the first witness examined. The evidence related to the rules

and by-laws of the Guild, the circulars distributed by the Guild among members and manufacturers, and minutes of the various meetings of the Guild. Objection was taken to the reading of certain agreements that were produced, on the ground, that they were not signed and had not gone into effect, and the evidence in this connection was heard subject to the objection. It was further adduced in the evidence that in several instances, when correspondents had complained that profits on certain articles were unsatisfactory, the matter had been referred to a price committee to readjust and remedy the condition. The case was adjourned until October.

II.—REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of labour was less active than in August. The coal industry was effected most, the output being much lower, owing to broken time at the Dominion Collieries. The other industries and the allied trades continued active. Weather conditions were excellent for outside work, and the building trades, especially in the new colliery districts, were busy.

The steel industry was active. The Dominion iron and steel output for August was the greatest for any month in the history of the works. The open hearth production amounted to 26,500 tons, while the output of wire rods totaled 5,000 tons. The shipments absorbed the whole of the month's production. This constitutes a record in steel manufacturing in Canada. All departments of the works were also busy throughout September. The blast furnaces of the Nova Scotia Steel & Coal Co., which were started up on July 19th, have been operated on foundry iron ever since.

The open hearth furnaces were started up on September 1st, and are working to their full capacity since. All the collieries of the Nova Scotia Company worked up to their full capacity during the month. Sydney Nos. 2 and 4 are still small producers, but are gradually increasing. The production for August of the N.S. Steel & Coal Co. was as follows: Iron, 4,855 tons; coke, 7,789 tons; coal, 58,068 tons. This Company is well stocked with orders for coal.

At the Dominion Collieries there was much broken time and prospects for a steady winter's work are not good. This is the first broken time through trade causes that the Dominion Collieries have experienced in ten years. Inverness and Port Hood Collieries were active and prospects for steady work were fairly good. Mabou mines, owing to financial difficulties, were placed in the hands of the Eastern Trust Company. Six weeks' wages were due the workmen when the crisis occurred. The men left the boiler fires and mine pumps but returned when asked to do so by the Mines Department, who will pay the wages of the men employed in keeping the mine in good repair.

Transportation was heavy both by rail and water. Wholesale and retail trade was normal.

The Dominion Co-operative Store declared a 10 per cent. dividend on purchases for the last six months.

The Halifax Cold Storage Co. erected a commodious building adjoining the cold storage plant at Hawkesbury for the purpose of smoking fish. This is the first building of its kind this side of Halifax.

During the month Professor Sexton of Halifax made arrangement in Sydney and mining centres throughout the province for the opening of technical classes in the fall. Workmen desiring an education can enter the common schools and from them emerge into the technical classes. Instructors have been appointed to teach electricity, mechanical and machine drawing and general mining. One thousand dollars has been spent in electrical machinery in Sydney to better equip this department. The success of the technical school students last year gives encouragement to the movement. New text books especially adapted to the use of the workmen of Nova Scotia have been prepared by Professor Sexton with the aid of the instructors.

A corps of miners trained in the use of the Draeger apparatus for the purpose of rescue work and fire fighting in coal mines was successful in helping to extinguish a fire in one of the collieries of the Sydney district. All the coal companies of this province are about to equip their collieries with this apparatus and train their men in its use.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Weather conditions were excellent for the growth of the crops. The root crop is heavy and of good quality. Harvesting weather could not have been better.

Lumbering.—Lumbering still continues dull with no signs of improvement.

Fishing.—Fishermen had only fair results. September mackerel were not plentiful.

CONDITION OF PARTICULAR TRADES.

The various skilled trades were active, with unskilled labour well employed.

WESTVILLE, N.S., AND DISTRICT.

Mr. T. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market during September were quieter than in August. In the collieries a considerable falling off in output took place during August as compared with the same month of last year. The Intercolonial Coal Company showed a shortage of 8,000 tons while the Acadia Coal Company, for the first time in several months, showed a shortage of some 3,000 tons. To counteract these shortages the output for the month of August, 1908, of the Spring collieries was about 25,000 tons. This company, owing to a strike, produced no coal in August, 1907. The iron and steel industries were well employed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy harvesting. Reports from different parts of the district were of good crops and the weather was most favourable.

Lumbering.—Conditions were quiet except in connection with the supplying of the mines.

Mining.—The mines worked steadily with fair prospects of a continuance of this condition as long as shipments by water are possible. The slack coal market will improve when the iron industries resume operations.

CONDITIONS OF PARTICULAR TRADES.

Conditions were fair in the various skilled trades. Unskilled labourers willing to work could find employment.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during September remained about the same as in the previous month. The

weather was exceptionally fine and rather warm for this season of the year. This had a tendency to lessen wholesale and retail business. No new work has been started in connection with the building trades and outside work generally was a trifle less active than in the previous month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Splendid conditions existed and a bountiful harvest was anticipated.

Fishing.—Conditions were normal.

CONDITION OF PARTICULAR TRADES.

Bricklayers, lathers, plasterers and plumbers continued dull. Carpenters and painters reported a fair month. Printers, pressmen and binders have been fairly active. Journeymen tailors were fairly busy. Unskilled labour was scarce. Other lines were about the same as last month.

AMHERST, N.S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During September, labour generally was well employed. Building was not nearly so active as during the same month last year. A number of new houses were erected, giving fairly steady employment to local carpenters. Work was dull in the car works, and a large number of young men formerly employed left for the west on harvesters' excursions. The building of the new rifle range by the Dominion government gave employment to a number of unskilled labourers. Surveying parties for the loop line from Amherst to Truro via Parsboro were also sent out.

The Amherst Malleable Iron Company temporarily suspended operations during the month, throwing about fifty men out of employment.

The Amherst boot and shoe company,

the Hewson woollen mills company the Amherst foundry company, the trunk and casket factory and other industries were working at about their full capacity. Taking the whole situation into consideration and trade conditions in general there are many signs that point to a revival of industrial activity at an early date.

Retailers reported trade at the beginning of the month quiet, but that during the past week there has been increasing activity.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The harvest has been gathered in good condition. September was an ideal month for farmers. The crops were far in advance of the average for the past five years. Notwithstanding the abundant harvest, prices for farm produce well maintained.

Lumbering.—The price of lumber continued low and the cut of the coming season will be small. Some heavy shipments were made from Pugwash, Northport, and other ports to the European market. Lumbermen are confident of an improvement in the market at an early date.

Manufacturing.—With the exception of the Rhodes, Curry Car works and the Malleable Iron Company, all lines of manufacturing were well maintained, but there was no demand for labour other than the local market could supply.

Mining.—Work was plentiful. The coal mines that were only working part time during the early part of the month are now working to full capacity. There is an opening for some coal miners in several mining centres. The stone quarries were fairly active, but the season's operations are over so far as the employment of new men is concerned.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were fairly active. No additional labour was wanted. Wages were fairly well maintained.

Metal.—All sections were fairly active. There was an improvement over the pre-

vious month, but not up to the standard of last year.

Woodworking.—Nearly all woodworking factories were active with the exception of the car works and upholsterers.

Printing.—Printing was fairly active, but no additional help was wanted.

Clothing.—Tailors and garment workers were well employed. Boot and shoe workers were very active.

Food and tobacco preparation.—Bakers and confectioners reported an improvement.

Leather.—These trades were fairly active. Trunk and bag makers were busy.

Unskilled labour.—Unskilled labour was fairly well employed on steel work, water extensions and other improvements. The local supply was sufficient for the demand:

DISTRICT NOTES.

The Maritime Coal, Railway and Power Co. has started the survey of a railway line from its mines at Chignecto to the Northumberland Strait, a distance of 26 miles. This line will give the company a terminus for local shipments to the Montreal market and will open up a fine farming country to trade.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during September, was, on the whole, more satisfactory than last year, as the weather was more favourable for outdoor work. There was considerable activity on the Railway. Surveys were carried on for the construction of branch lines from Harmony to Almira, from Montague to the Murray Harbour line and through the New London District. Work on the railway wharves at Charlottetown and Souris, the building of the new bank of Montreal, the water-works at Summerside and various public works

in other parts of the Island gave employment to a large number of men. The excellent crops tended to give a good tone to business, and wholesale and retail men and bankers reported conditions satisfactory. The Provincial Exhibition brought large numbers of people to the city with beneficial results to the hotel men and to trade generally.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The end of the month saw practically all the harvest, one of the best on record, saved in excellent condition. The departure of eleven hundred men to Western Canada left the local labour supply somewhat short, but there was no serious delay in consequence. The exhibits at the Provincial Exhibition showed considerable advance in this industry during the past year.

Fishing.—Operations were quiet, being confined mainly to cod fishing along the North and East coasts, and to quahaug fishing in the western end of the Island.

Mining.—At the end of the month, boring for coal was started for the first time in this Province, at Earnscliffe.

Railroad construction and employment.—Work was in progress on the wharves at Souris and Charlottetown, the water-works system in the railway yard in the latter place, and at several new stations along the line.

CONDITION OF PARTICULAR TRADES.

The various skilled trades were active.

MONCTON, N. B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market in September has been very active, keeping full up to the standard of the preceding four months and considerably in excess of the corresponding month of last year. Supply and demand were fairly well balanced, the only unemployed being transients

Wages were apparently satisfactory. Building operations went forward briskly, the foundations of several new houses having been laid while those under way were either completed or in an advanced stage. Sewers also employ a large force of men. At the new I. C. R. shops, owing to the advanced state of the work, reductions have been made, but about 450 men are still employed. The gas producing house and the dry house, the last of the series of buildings composing the plant, are both well advanced, while in the other building the necessary interior work and preparation for machinery are being made. In the planing shops machines have been set up and are operated by power from the old works. The Abrams Machine shop, to replace the one destroyed by fire last winter, is about ready for operation and will employ some 50 men. The Biscuit Factory and Wire Fence Co., report a very active month, while all the other large industrial concerns were running full time and with their usual staff of operatives.

Real estate movements have been fair and prices firm. Bank collections were average with wholesale trade expanding and retail trade good. Milk dealers issued a statement that milk would remain at 7 cents during the winter. The demand for houses is good and rents remain firm. The lumber export trade is dull. The Saturday half-holiday privilege enjoyed by I. C. R. shop men ceased with September and hereafter the men will work until 6 o'clock p. m. Saturdays. No changes as to wages or hours of labour have been noticed and no friction between employers and employees.

Free postal delivery commenced within the city and six letter carriers were at work.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy, weather conditions being exceptionally favourable and farm help scarce. Grain harvesting is about completed and marsh hay nearly finished. Wheat was light, its average, buckwheat good, and hay plentiful retailing from \$7.00 to \$9.00 per ton. Oats 50c. to 55c. and potatoes 40c. per bushel. Butter was scarce owing to the

large amount of cheese made, and retails from 25c. to 28c. Apples are plentiful at \$1.00 to \$1.50 per bbl.

Lumbering.—Operators claim that the coming winter's cut will be much less than last season's. Some men have been engaged at wages ranging from \$24.00 to \$26.00 per month. Feed hay and oats are much cheaper than last season.

Manufacturing.—All local manufacturing concerns were running on full time and in some cases were rushed filling autumn orders.

Railroad construction.—Much bridge work and track repairing has been done upon the I. C. R. About 300 men are now at work upon the Moncton end of the G. T. P. and good advance has been made in the excavating and concrete work. Double tracking operations from Moncton to Painsec Jet., progressed considerably, the weather being very favourable for this class of work. The bridges have been rebuilt and a large part of the road bed made ready for the ties; some 250 men were employed.

CONDITION OF PARTICULAR TRADES.

Building.—A number of carpenters were laid off at the new I. C. R. shops, but these were soon absorbed by the G. T. P. construction work and local builders. All classes of these trades reported conditions very active. Painters were especially busy and in demand several large contracts being under way.

Metal, engineering and shipbuilding.—No change affecting artisans of these classes were noted and average conditions prevailed.

Woodworking and furnishing.—Very active conditions in both woodworking factories prevailed, and with contract, job and ordinary work on hand the operating staffs were rushed and required their full compliment of men. The Builders' Woodworking Co., employs about 135 hands, the Paul Lea Co. 55, and the barrel factory 35 men.

Printing and allied.—Very active conditions in all branches prevailed throughout the month.

Clothing.—Conditions were active among journeymen tailors and garment workers, fall work having already

assumed large proportions. Milliners and apprentices were very active.

Food and tobacco preparation.—Bakers were very active, the three city bakeries all report demands for products large. Butchers were busy.

Leather.—Conditions were quiet.

Miscellaneous.—Barbers were active also clerks and stenographers. Hotel, theatre and restaurant employees were all very busy. Laundry workers were active.

Transport.—Railway crews reported an average month. Two passenger trains (the Ocean Limited and the Boston train) were discontinued in the latter half of the month. Teamsters and expressmen were very busy.

Unskilled labour.—Local men of this class appeared to be all employed and the only unemployed seen were apparently of the shifting sort. Wages were \$1.50 per day.

ST. JOHN, N. B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market showed a slight improvement during September, especially in the building trades. Several new wooden buildings are being erected, and considerable repair work has been done.

The property belonging to J. Mayer & Sons, Coldbrook, St. John county, has been taken over by the Coldbrook Excelsior Company.

Several of the mills in and around St. John have resumed operations after a period of idleness.

James Fleming launched on September 9, a third steel barge constructed for the Dominion Government. The new boat is 125 feet long, has a beam of 22 feet, and a depth of 9 feet.

A new daily morning paper, *The Standard*, made its appearance on September 26. It is a four-page, six column paper.

Mooney's brick yard at Union Point

has closed down after a busy season, until next May. This yard during the summer produced 27,000 bricks per day.

Travel by steam and rail has been good, every steamer and train being taxed to its utmost.

Bank clearings for the four weeks ending September 24 were \$5,559,449, and for the corresponding period last year \$5,274,894, being \$284,555 greater in 1908 than in 1907, and \$1,057,787 less than during the five weeks ending August 27 of the current year.

Pork and lard have gone up in price. The wholesale price of best clear back pork is \$25.50 per barrel. A month ago pork was selling at \$23. The wholesale price of lard is 14 3-4 cents in pails and 14½ cents in tubs per pound.

The police magistrate gave his decision in the case of *The King vs. Henry J. Hardy* for violation of the Alien Labour Act on September 9, and imposed a fine of \$250 upon the defendant.

The Longshoremen's Association has entered into an agreement with the C. P. R. marine department and the Donaldson Line for five years. The men agreed to work at 30 cents per hour in the winter and 35 cents per hour in the summer season. Double time will be paid on Sundays and on three public holidays. The Association has agreed to deposit the sum of \$1,000 with trustees as a guarantee of good faith. The rate last winter was 32½ cents per hour, and this summer 35 cents. Last summer the men demanded 40 cents and got it.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Reports from Carleton county are that on September 19 there were twenty-seven cars of produce and lumber billed for shipment from Hartland station, and during the evening the first full train load of potatoes ever shipped from here went out. Two cars were left over for a later train. At Florenceville on the same day nine cars were loaded with potatoes. On the 20th the railway between Woodstock and McAdam was blocked with loaded cars that had come from the north on the 19th and the "empties" that were in transit in the opposite direction. From Woodstock a

ain of forty-five cars, moved by three
gines, went south, while one hundred
d twenty-five cars were sent up between
e 19th and 21st. There never was any-
ing like the traffic on the road before,
d produce has scarcely begun to move.
very available man and every engine
at work night and day and Sundays.
The price of hay generally offered is
.50 to \$.8 per ton.

Fishing.—Large schools of silver Lake
uck in the harbour during the middle
September. The shores were covered
th them when the tide ebbed.

Lumbering.—The last section of the
rporation drive passed Woodstock
ptember 23. The water in the river
very low, but a crew of forty men are
work, and every effort will be made to
ing the logs in. There are about 4,000-
0 feet in the drive.

Mining.—The Cobbler Section mine at
rthampton, Carleton county, has been
nning for the past eighteen months,
d rich samples of gold are being taken
m the outcrop. The property is
thin 1,200 feet of the St. John river,
ich will be used by the company for
nsportation to the coast.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, stone-
tters, and builders labourers were quiet.
rpenters, joiners, painters, decorators,
umbers, and gas and steamfitters were
ive.

Metals.—Electrical workers and line-
n were busy. Boilermakers were quiet.
n moulders, iron workers and helpers,
chinists, engineers, steam engineers,
d blacksmiths were active.

Woodworking and furnishing.—Wood-
rkers were active. Shingle weavers
re dull.

Printing.—Printers, pressmen and book-
rders were active.

Food and tobacco preparation.—Bakers
d confectioners were busy. Cigar-
kers were active.

Miscellaneous.—Broom makers and
ish makers were active.

Transport.—Railroad conductors, lo-
otive engineers, firemen, railroad
egraphers, trainmen, switchmen, track-

men, freighthandlers, steamboat men and
firemen, and street railway employees
were busy. Ship labourers were duli.

Unskilled labour was quiet.

DISTRICT NOTES.

Bristol.—Serious forest fires are raging
in this section.

Fredericton.—Alicense has been granted
the Canadian Coal Lands, Limited, of
Augusta Maine, to do business in this
province. The company is now running
the Dowe mine at Salmon River, Queens
county.

Hopewell Hill.—The plaster quarry at
Chemical Road, Albert county, which has
been shut down since March, is to be
re-opened.

Oak Bay.—Upwards of 1,000 acres of
valuable timber land have been burned
by a forest fire.

Tokiok.—Gilman Brothers and Bur-
den's mill closed down recently on account
of low water.

Sackville.—The Enterprise Foundry
Company announces by circular that it
will be in operation soon and will be
ready for the market by December 31,
1908.

QUEBEC, QUE., AND DISTRICT.

*Messrs. P. J. Jobin and E. Little cor-
respondents,* reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of September was quiet.
Suburban trains and several boats ceased
running. Tourist traffic was well main-
tained until the middle of the month, but
fell off on the second half. The heavy
fogs and smoke which overhung the river
retarded navigation and affected em-
ployment. Seventeen ocean steamers
were anchored at one time from this
cause. Thirty-seven mechanics, car-
penters and labourers, in the employ of
the provincial government had their
wages increased by the Minister of Public
Works and Labour dating from Sep-
tember 1.

The National Trades and Labour Congress held its annual convention in Quebec during September. *

The town council at Limoilou has awarded the contract for the laying of sewers in that municipality, the contract price being \$45,690.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The dry weather enabled farmers to harvest their crops in good condition. The yield will be above the average. Fall ploughing has been retarded by the drought.

Lumbering.—A gang of men hired in Louiseville for the lumber camps in the Bay de Chaleurs district were paid wages from \$26 to \$30 per month. A number of saw-mills have finished their season's cut but the majority will continue until stopped by the frost.

CONDITION OF PARTICULAR TRADES.

Stonecutters were busy, but the other branches of the building trades were quiet or dull. The metal and printing trades were active. In the clothing trades tailors were busy, but boot and shoe workers were dull. Activity prevailed in the food and tobacco preparation and leather branches. Hotel, restaurant and laundry workers were busy in the early part of the month, but dull towards the close. Transportation employees had an active month with the exception of ship labourers and long-shoremen who were dull. The supply of unskilled labour exceeded the demand.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during September were somewhat quiet, especially in the machine shops and woollen factory. The

Paton Mill, which employs about 600 hands, was closed down for two weeks for repairs. The new Fairbank shops have not yet started up, but it is expected they will soon be running. A number of men are now employed erecting the machinery. It will be one of the best equipped shops in the province. The new improved paper machine shop is about ready to start. They will give employment to a number of hands.

During the Fair week retail merchants reported business good, the number of strangers from across the line being larger than usual.

The population of Sherbrooke has made a considerable gain during the past year. In the census taken by the valuers, every ward shows an increase. The increase is 412

GENERAL CONDITION OF LABOUR.

The total population now being 15,216 Messrs. C. G. Thompson & Co., bobbin manufacturers, have started an extension to their works, and the installation of new machinery which will double the capacity of their plant.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have suffered from the continued drought. They have as a consequence been unable to do any fall ploughing. The grain crops were harvested in good condition.

Lumbering.—Operations are quiet. Indications point to a quiet season. Pulpwood is not in keen demand, and the price of other lumber has dropped about \$2.00 per thousand feet. Considerable loss has been sustained by the bush fire which raged for about three weeks. Large gangs of men had to be employed to keep fires from starting. The cost of this work in addition to the large quantities of pulpwood destroyed is very heavy. Farmers who cut cordwood in the spring for sale in the winter are also heavy sufferers.

Manufacturing.—This industry was quiet during the month.

Mining.—The mines of the Bell Asbestos Company at Thetford Mines were closed down for repairs during the latter

*A detailed report of proceedings is published under a special heading elsewhere in the present issue.

part of September. This action is taken every two or three years. About 300 men were laid off, but it is expected that they will soon start up again.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were quiet. Carpenters and joiners were active, as were also painters and plumbers. Moulders, machinists and iron workers were quiet. Blacksmiths, and jewellery workers were active. Upholsterers, and carriage makers were busy with pattern makers dull. Printers were active and journeymen tailors were busy. Garment workers and glove workers were active. Bakers and confectioners were active, and cigar makers quiet. Saddlers reported business good. Workers in stores have been active, but hotel employees were quiet. Laundry employees were busy. Railway workers and street railwaymen were busy, as were teamsters, cabmen, etc. There was a good demand for unskilled labour.

DISTRICT NOTES.

During the latter part of the month, the district suffered serious loss from bush fires. It is impossible, until fires have been suppressed, to get an estimate of damage. Lumbermen have suffered severely, and many farmers have lost all. The ground has also been damaged by the fires running over it. The grass in some sections being burned to the roots. In Central Quebec district several villages were threatened, and it was only after hard work on the part of residents that the fire was diverted in these cases. Several of the smaller industries depending on water power had to close down owing to the low state of the rivers.

Windsor Mills.—Thirty and forty cents an hour were the wages offered here to-day for fire-fighters to quell the surrounding fires in the bush.

East Angus.—The water of the St. Francis river is getting lower every day, so that it is feared a general shut-down of the mills will occur within a few days. Some parts are running only one-half their capacity.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

September was more active than August, especially in the building trades, over 70 building permits having been taken out since the fire. Fine weather prevailed and wholesale and retail business was good. Unskilled labour had a busy month. Rates of wages were steady and at a good standard. Amicable relations existed between employers and employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers reaped a good crop and received high prices for their products.

Fishing.—Dull conditions prevailed.

Manufacturing.—Factories were all running with full staffs.

Railroad construction.—The Canadian Pacific Railway had the same force on their bridges in this district and will be able to complete the work in a month or two.

CONDITION OF PARTICULAR TRADES.

The building trades were very active and outside help had to be brought in to supply the demand. Metal workers generally were busy, as were also woodworkers and printers. Boot and shoe workers were quiet, but the other clothing trades were fairly busy. Bakers, confectioners, butchers, ice handlers and tobacco workers were well employed. The leather and miscellaneous trades were active. Railway employees had a fair month. Owing to smoke on the river during a couple of weeks, steamboat men and longshoremen had a quiet month. Cab drivers, hackmen and draymen were busy. Teamsters and expressmen were active. Unskilled labour had a very good month.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market in September was fairly active in some of the industries; but in others, operations were delayed by the lowness of the water in the river Yamaska. The water in this river was lower than in many years and the city corporation had to forbid the using of water for power purposes by the Penman company. Sash and door factories, boot and shoe factories, organ factories, and leather factories were busy. The Duclos and Payen Company have had a system of automatic sprinklers established in its factory at a cost of about \$1200, this work necessitating the laying of a 10-inch water pipe into the factory by the civic authorities. The corset factory was quiet, but the overall factory was well employed, with a large staff. The work on the cathedral, by the Grand Trunk Railway, by the city, and by the provincial government gave employment to large numbers of men. Retail trade was active, and wholesalers had a good month. Banks had a good month with fairly easy collections. The collection of taxes at the city hall was satisfactory. In the municipal department the receipts during the month were \$6,843.19 and expenditures \$6,072.70. Receipts in the water-works department were \$1,196.07 and expenditure \$917.95. There were no changes in wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers reported excellent crops, hay in particular being heavy. The fruit crop was a so heavy with high prices. Dairy products were very high in price.

CONDITION OF PARTICULAR TRADES.

Building.—Conditions in these trades were fair.

Metal.—These trades were active.

Woodworking.—From busy to active conditions prevailed.

Printing.—These trades were very active.

Clothing.—Tailors and garment workers were well employed and boot and shoe workers had a fair month.

Food and tobacco preparation.—These branches had a good month.

Leather.—Very active conditions were reported.

Miscellaneous.—These classes were very active.

Transport.—All branches were very active.

Unskilled labour.—This class had a good month, but the supply equalled the demand.

DISTRICT NOTES.

St. Johns.—The Federal government is carrying out some large works in the harbour of St. Johns, and in the Richelieu River. A moveable dam is being built which will be 1,350 feet in width and will cost about \$110,000. The deepening of the St. Johns river up to Ile aux Noirs will cost about \$90,000. This work is being done for the purposes of regulating the water level and thus preventing the inundation of lands along the river. It is estimated that the upper river level may be lowered considerably and the water raised in Chambly canal. The increasing of the capacity of the harbour and the building of new wharves in concrete will cost \$50,000. The construction of the additions to the military school will be completed shortly. The Singer Company has re-engaged a large number of its employees. The potteries are in full operation and the reconstruction of the Standard Drain Pipe Company's plant, destroyed by fire, is fast approaching completion. These works will employ a large number of men.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

September has been a better month than August, especially in the building

trades which were well employed. Manufacturing was active.

The municipality of Montreal is extending \$11,030,000 this year in administration, construction of permanent and other improvements, etc.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Fruits, vegetables and dairy produce generally were bringing good prices in the markets of Montreal and Maisonneuve. The harvest this year has been unusually large.

CONDITION OF PARTICULAR TRADES.

Building activity increased during September in St. Louis de Mile End, Maisonneuve, Westmount and other suburban towns. All branches of the building trades were active as were also the metal trades, but the woodworking trades were quiet. The printing trades were busy, especially lithographers who were exceptionally busy. The clothing, food and tobacco preparation and leather trades were active. Owing to fog navigation on the St. Lawrence river, has been hampered and the transportation trades have been less active than in August. There was no demand for unskilled labour.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were fair during September, nearly all branches of trade being busy. Carpenters, masons, bricklayers, plasterers and other building trades were fairly well employed; at the end of the month greater activity was manifest, giving promise of a good October. Trade was more active in the last half of the month. The causes of the dullness for the last couple of months were the large number of citizens spending the summer in the country and the tightness of money.

During the present year the estimates for the City of Montreal showed the following expenditures:

For ordinary purposes.....	\$ 5,000,000	
For extraordinary expenditure.....	300,000	
For permanent improvements.....	2,416,000	
For waterworks improvement.....	2,000,000	
For purchase of St. Helen's Island.....	200,000	
Ratepayers' portion for:		
Sewers.....	\$ 300,000	
Sidewalks.....	220,000	
Expropriations.....	80,000	
		600,000
Balance of estimates voted in 1907 for work to be continued in 1908:		
Expropriations.....	\$ 67,000	
Sewers.....	162,000	
Sidewalks.....	51,000	
Sundries.....	234,000	
		514,000
Total.....		\$11,030,000

Of this sum, \$10,516,000 will be spent by December 31, 1908. Among the larger works being executed may be mentioned the construction of 21,000 feet of re-inforced cement water pipes, the paving of Craig street, Notre Dame street, East, and Ontario street, East, and sidewalks. The city was enabled to conduct these large works by having its charter amended by eliminating the clause which limited the city's borrowing power to \$300,000 as long as its debt was more than fifteen per cent of the assessable value of real estate.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were satisfactory, especially for the disposal of vegetables and fruit.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, joiners, lathers and plasterers were well employed. Painters and paper hangers had a good month. Plumbers, steamfitters, stonecutters and builders' labourers were generally busy.

Metal, engineering and shipbuilding.—Electrical workers and linemen were active. Horseshoers were very busy. With the exception of machinists and engineers the other branches were busy.

Woodworking.—The commencement of the month was quiet, but towards the end busy conditions were reported.

Printing.—Activity prevailed.

Clothing.—Boot and shoe workers were only fairly active. The other branches were busier than in the preceding month.

Food and tobacco.—Bakers, confectioners, butchers and ice-handlers were active. Cigar and tobacco workers were busy.

Leather.—Less active conditions were reported than in July and August.

Miscellaneous.—Hotel, restaurant, theatre and laundry workers were active.

Transport.—Steamboat men, ship labourers, longshoremen and street car employees were active. Cab drivers, etc., had a good month.

Unskilled labour.—The supply was in excess of the demand.

HULL, QUE., AND DISTRICT.

Mr. R. Laferrière, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during September has been satisfactory, notwithstanding the impairment of motive power due to low water. The workingman has had almost continuous employment. The employers with many orders ahead, and plenty of raw material and hands, have been unable, owing to lack of motive power, to put the raw material through the ordinary processes here, and this has accordingly had to be bought elsewhere and turned into its final stages in the local factories. The pulp industry, the lumber industry and dependent manufactories have been affected. Very little pulp has been turned out on either side of the Chaudière. There has been none produced by the sixteen grinders of the Eddy Company during the month, and Booth's pulp mill was limiting production. The enormous consumption of water power required by such grinders absorb all that is available. The sawing of lumber has also been affected. The town of Buckingham is profiting by this condition in Hull and the pulp mills there are working overtime to supply the demand. The pulp mills at Buckingham were the only ones going to full capacity over a wide area. Notwithstanding this situation the men

employed in the mills and factories have not been laid off to any extent, being employed in repair work at the wages they received when at their regular tasks. Those laid off can hire easily for the bush. A rather remarkable feature of the month was the hiring in Hull of 100 men to work in the shanties and mills at Seven Islands, Que. The gang left on September 30th. Wages are higher than in the local market, shantymen getting \$26 straight. Mill hands obtain \$1.75 to \$2.00 per day. Heretofore shantymen and mill hands for this district were usually hired below Quebec and came here by the thousand annually. Engagements for winter operations in the Ottawa River and Georgian Bay shanties were active. About four gangs leave weekly. Wages are \$16–\$26 per month. Protests were heard in certain quarters of this city against the employment of foreigners by the Canadian Pacific Railway in double tracking the Hull Electric Railway within the city limits, and by the contractors having in hand the construction of the large dam above the Chaudière Falls. The foremen stated that the reason was the scarcity of ordinary labourers in Hull. About 100 men are employed in each case, 75 per cent of which are Poles, Italians and Swedes. The furniture company whose factory was gutted by fire last spring has resumed operations this month, employing about 15 hands. D'Amour's dressed lumber mill which has been closed for some time has been re-opened as a mattress factory employing five hands. The White Manufacturing Company, a confectionery concern doing business in the Maritime provinces, has asked the City Council for certain privileges. If these are granted the company will erect a \$100,000 factory in Hull. Prospects for work during the winter are promising.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The comparatively small demand for lumberers as compared with this time

last year caused a dull labour market. Most of the lumber manufacturers in Ottawa, or who draw on Ottawa for help, are curtailing logging operations from 40 to 60 per cent. Employment agents in Ottawa who usually send away 1,000 men report that this year orders have come in for only 400 or 500. Only experienced workmen are sent away, the number of applicants being so large that it is easy to make a selection. Wages are \$10 a month lower than last year. Roadcutters are being hired at from \$15 to \$18 per month and board; general hands and rollers at \$20 to \$24 and board; logmakers and teamsters at \$20 to \$26 and board. In many cases men are sent away at no stipulated pay, it being left to the foremen to fix the rate according to merit.

The low water at the Chaudiere gave a setback to manufacturing in J. R. Booth's lumber, pulp, paper and sulphite mill during September. The pulp mill was often idle in the day so as to leave enough water power for other plants, which could not so conveniently suspend operations. The paper mill was kept going part of the time with auxiliary power, while at the end of the month it was found necessary to close down the lumber department of the big sawmill entirely. The low water affected the city so much that two auxiliary pumps were started to keep up pressure, and it was necessary for a while to forbid lawn sprinkling. The lumber manufacturers lose nothing by the interruption in the output of their mill. But they were reluctant to close down for short periods on account of the inconvenience to the workmen involved.

The civic corporation is prosecuting extensive improvements in respect of drainage, waterworks and street paving. The provincial Board of Health approved a scheme of drainage for Ottawa south, which was recently taken into the city, which will cost \$40,000. Owing to the annexations made early in the year, the improvements are more extensive than usual, and are giving work to a considerable number of men.

The Ottawa Electric Railway is also employing a large staff on its extension to the Central Experimental Farm.

While men are plentiful for common labour, the rates of pay everywhere keep up to last year's standard, when men were scarce.

Local international unions have notified the Building Contractors' Association of Ottawa that they will not work with members of the National Union.

Trade has become buoyant, and merchants were filling up their shops for winter business.

The Central Canada Exhibition, which concluded on September 26, drew an attendance of about 125,000, a considerable increase over last year. Plans are in contemplation for changes in the conduct of next year's fair, one of which will be the establishment of many exhibits showing processes of manufacture.

The King's Daughters' Guild of Ottawa, which provides a noon rest and meals for working girls, and shelter for stranger girls, has decided to build a new home at a cost of about \$20,000. The Guild has the necessary funds for the purpose.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The hay, grain and root crops suffered seriously from drought. Pastures were dried up, and the dairy industry seriously affected. Farmers were obliged to feed heavy extra rations much earlier than in ordinary seasons. The rain fall for the whole month was only about half an inch. Cheese remained steady at 12 cents per pound, wholesale, and butter also remained steady at 25 cents per pound, wholesale.

Lumbering.—Lumber manufacturing was carried on as usual except where low water stopped the mills. Shipping was very dull owing to the small demand in England and the United States. Prices, however, remained steady. There has seldom been more lumber in the Ottawa stockyards, and as a result the winter operations will be greatly curtailed.

CONDITION OF PARTICULAR TRADES.

The building trades continued active. The metal, engineering and shipbuilding trades and the woodworking and

furnishing trades were quiet. The printing and allied trades were very busy on account of the general elections. The clothing trades were active. Transport was active. Water shipping was seriously hampered by smoke and low water.

KINGSTON, ONT., AND DISTRICT.

Mr. William Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market showed considerable improvement during September as compared with the previous month, but was scarcely as buoyant as the corresponding month of last year. There is still a superabundant supply of help. The building of concrete walks, etc., was abruptly curtailed near the end of the month through a shortage of funds, which caused the laying off of a large number of men. The annual military camp at Barrfield was brought to a close on Friday, September 11th, 1908. The holding of the camp here proved a source of much benefit to various merchants, and provided two weeks' employment for a number of men who would otherwise have been idle. The Canadian Lead Mining and Smelting Company of Kingston has received a charter from the Ontario Government, with a capital of \$400,000 in shares of \$5 each. This is a partial culmination of the long-continued efforts to start business on the old smelter site. After experiencing two mishaps which cost \$3,000 to repair, the Davis dry-dock is again in good working order. During August, the amount of grain passed at the canal office for Montreal was 1,397,042 bushels. The amount of coal received here during the same month was 11,347 tons. Collections of excise Inland Revenue, Kingston, for August, totalled \$9,708.02. The fruit business is now very active, and shipments to this city very heavy. During a week, one company alone handled 6,000 baskets. The 31st of August was the last day of early closing of the various business places in Kingston. During

the summer months, the stores close at five instead of six o'clock. There were no other changes in hours of labour. No strikes, lockouts, etc., were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy threshing, corn-cutting, potato-digging, and housing the crops and plowing. Owing to the continued drought, the latter branch of farming was rather backward in this district. The usual fairs were held with great success.

Fishing.—Fishing remained dull.

Lumbering.—Lumbering was quiet, although preparations were being made for the winter's work.

Manufacturing.—Manufacturers continued active in nearly all lines.

Mining.—Mining was rather quiet. Some shipments of Feldspar being brought in.

Transport.—Railroad construction and employment were fairly busy.

CONDITION OF PARTICULAR TRADES.

Building.—Marked improvement occurred in the building trades. Returns from the engineers' office show that a large number of permits have been granted for the erection, alteration, extension and improvement of a large number of residences during the season. There is a growing need for houses of moderate rental.

Metal.—These trades were active. Boat building during the fall and winter will be active. Two steamers of about 14 feet in length are likely to be built by the Dairs Company, as well as a couple of steam barges for Rideau canal traffic, also a number of steam and gasoline launches. The coming season promises to be ahead of last season in this respect.

Woodworking.—These trades continued active.

Printing.—Printers continued busy.

Food and tobacco preparation.—Bakers and confectioners reported business quiet. Ice cutters and drivers were active. Cigar makers were busy.

Leather.—Tanners and curriers were busy.

Miscellaneous.—Barbers, clerks, laundry workers, hotel and restaurant workers were quiet.

Transport.—All lines were active.

Unskilled labour.—Unskilled labour was somewhat more active than last month, but there were a number of men idle while others could get employment only occasionally.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was well employed during September, and there were fewer idle men in the district than at any time during the summer. This was partly due to the very favourable weather for outside work. Rapid progress was made on most of the buildings in course of construction, especially the new drill shed and the new separate school. This work gave employment to a large number of skilled men, such as carpenters, painters, plumbers, electricians and lathers. The plumbing and electric wiring was awarded to Ottawa firms, the carpentering and painting being done by local men. The building is expected to be ready by the first of next year. Stonemasons, carpenters and labourers were very active on the new Separate school. During the month, the Lehigh Portland Cement Company's plant began running night and day, turning out over 2,000 barrels a day. Nearly 500 men are employed, and more will soon be added, but the demand for help can easily be secured here. During the month, a number of men were added to the staff of the Toronto and Belleville Rolling Mills. Many men were employed putting down permanent walks for the city at good wages. An application is to be made for the building of a road to connect this city with the village of Shannonville, nine miles east, the road to pass through the property of the two cement plants, where nearly 1,000 men are employed, many of whom reside in this city. Transport-

tation companies, as well as the banks, reported business fair, while both wholesale and retail merchants were well pleased. There were no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farming community suffered greatly from extreme drought. Many wells and streams have dried up. Pastures were also burned brown. Many bush fires in the district caused damage. Fall ploughing is very backward.

Fishing.—Dullness prevailed.

Lumbering.—Active conditions prevailed in the northern part of the county.

Manufacturing.—Nearly all branches were active.

Mining was very active in this county.

Railroad construction was dull.

CONDITION OF PARTICULAR TRADES.

Nearly all branches of the building trades had a very busy month, but hardly as good as the same month last year. Very few mechanics were out of employment. Iron moulders and helpers, machinists, electrical workers, linemen, brass workers, boilermakers, blacksmiths and horseshoers had an active month, being much better than August. Those employed in the ship-building trades had a dull month. Woodworkers, cabinet makers, wood turners, upholsterers, varnishers, polishers were all engaged full time in the various factories. Carriage and wagon makers had an active month, while coopers had an especially active month. One large cooperage turned out 200 apple barrels a day was burned this month. Job and newspaper printers were very busy at voters' lists and matter for the fall fairs. Bookbinders were also active. Journeymen tailors reported an active month on fall trade. Bakers and confectioners, butchers and meat cutters were busy. Owing to a scarcity of ice, the dealers and drivers had a dull month. Harness makers had a busy month. Barbers, clerks, stenographers and delivery employees were active, while furriers report the real opening of the season's work. Hotel and res-

restaurant employees were active. Theatre employees had a dull month. One large laundry closed down, throwing several employees out of work. Railway transportation was more active than last month, but is not yet up to the standard while steamboat transportation was dull for this time of year. There was not the usual number of tourists, as in former years. Cab drivers, carters, draymen, teamsters and expressmen had a busy month. Unskilled labour was in fairly good demand, but the supply was more than equal to the demand.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. W. J. Johnston, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

September has been an active month for the outside building trades. Progress on the new Roman Catholic church, on the new drill hall and skating rink was rapid. Two other churches, to cost respectively \$10,000 and \$7,000, were started, and a number of new dwellings and considerable repair work were under way. The construction of new sidewalks and the laying of new waterworks mains gave employment to a large number. Cordage, canoe and woollen factories, flour mills and sawmills were fairly active, but the iron trades were dull. Transportation was active. Banks reported a good local trade. The Industrial Fair was one of the most successful held, a surplus being declared for the first time in many years.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Harvesting was completed and threshing was in progress. The crop has been up to expectation. The long-continued dry weather has caused difficulty in raising the root and potato crop. Rain is badly needed.

Lumbering.—Operations in the camps will not be as extensive this winter, as stocks in the yards are large.

Mining.—Dullness prevailed.

Railway construction, etc.—A large number of men were employed on the several canal sections.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were busy. Other branches of the building trades were active, though plasterers were becoming slack. The iron trades were quiet, though employees in the lock works were active. Other metal trades were active. Car workers and pattern makers were dull; the other branches in the woodworking trades were active, with carriage makers busy. The printing trades, especially during the latter half of the month, were active, as were also the clothing, food and tobacco preparation, leather and miscellaneous trades. Railway workers were exceptionally active and steamboat employees were busy on freight traffic. Cab drivers, teamsters, etc., were busy. Unskilled labour was active.

DISTRICT NOTES.

General.—The annual fall fairs have been a pronounced success, exhibits being numerous and of exceptionally good quality. Some large sales of cheese were made at prices as high as 12 9-16 cents per pound. Country stores, sawmills and grist mills reported a good business.

Lindsay.—Carew's sawmill has been rebuilt.

Whitby.—Tenders for the new post office have been invited.

Lakefield.—The cement works were busy, having some large orders on hand.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was some improvement in September as compared with August. The building trade continued active, and work in the factories was steadier, although

manufacturers are still conservative in their operations, and not disposed to anticipate orders. Prospects for a fairly active winter are good, the principal drawback being the difficulty of obtaining advances from the banks. Skilled and unskilled labour are both largely in excess of the demand, and with the closing of the active season for farm labour, there is likely to be a considerable increase in the number of the unemployed. To all appearances, the problem of providing for the destitute during the winter months will be fully as urgent as last year.

Building permits for 442 buildings, of an approximative value of \$1,274,185 were issued during August, as compared with 497 permits, representing an approximate value of \$1,201,410 for August, 1907.

A contract has been awarded to Peter Arnot for the construction of a sea wall westerly from Indian Road for 1,500 feet on Humber Bay, 200 feet from the shore, at a cost of \$41,544. It will be of solid concrete, with crib work foundation.

The Board of Control has decided in favour of increasing the \$320,000 already voted for a new Technical School building to cost \$600,000. The Board of Education has decided in favor of a site on Borden street.

At a conference between representatives of the Ministerial Association, the District Labour Council and the United Government Workers Union instances were given by several speakers showing the extent of the sweating system. Men and women, it was stated, were crowded together in close rooms under unsanitary conditions, and received very low wages. In many factories, children under 14 were employed, wages being so small that parents found it necessary to permit it in order to give them sufficient to live on. The United Government Workers' Union desired to compel manufacturers to have all their work done under one roof.

The receipts of the Toronto Railway Co. for August were \$305,096, and the percentage received by the city \$61,019, as compared with receipts of \$327,353,

and a percentage to the city of \$65,470, in August, 1907.

A new theatre is being erected on Yonge street, near Bloor street, at a cost of \$60,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Farmers were very busy. The protracted drought, which prevailed until nearly the close of the month, seriously affected the dairying industry. Pastures were burned up, yielding little nourishment, and stall feeding was largely resorted to. The supply of milk was much diminished. Fall ploughing and the seeding of fall wheat were greatly retarded, and root crops suffered considerably. Corn proved a good crop and buckwheat ripened well. Heavy rains during the latter part of the month improved conditions for dairy men and stock-raisers.

The annual meeting of the Toronto Milk Producers' Association was held on the 7th, when the prices for milk and cream were fixed as follows: \$1.55 per 8-gallon can for milk for the seven months, October 1 to May 1st, and \$1.35 per can for 5 months, May 1st to October 1st. The price for cream is 40 cents per pound butter fat for the 7 month period, and 35 cents for the five months.

Manufacturing. — Conditions have somewhat improved, with an increase of orders, but there has been no noticeable increase in the number of men employed. Work is, however, more continuous, and trade generally better. The great activity in railroad construction in the west is a leading factor in promoting confidence,

The Canada Foundry Co. has been awarded a contract for the steel work for the locks, dam and bridge at St. Andrew's Rapids, Winnipeg, amounting to \$548,000.

CONDITION OF PARTICULAR TRADES.

Building. — These trades were generally active, with prospects of work for some time, but a considerable surplus of labour still prevails, especially as regards carpenters and builders' labourers.

Metal, engineering and shipbuilding.—Machinists and moulders were slack. Blacksmiths, boilermakers, electrical workers, sheet metal workers and structural steel workers had steady work. Jewellers and silversmiths found conditions improved.

Woodworking and furnishing.—These trades had a fair amount of work. Pianomakers were quiet.

Printing.—Printers and bookbinders had a fair month, with more activity towards the close.

Clothing.—Custom tailors were active. Garment workers and boot and shoe workers were quiet.

Food and tobacco preparation.—Bakers, confectioners, butchers and brewery workers had steady work. Cigar-makers were quiet.

Leather.—Harness and other leather workers were fairly well employed.

Miscellaneous.—Hotel and restaurant employees, barbers and laundry workers had a busy month. Clerks and salesmen were well employed.

Transport.—Railroad and street railway employees, expressmen and teamsters were busy. Sailors and longshoremen had a good month.

Unskilled labour.—A large number of unskilled labourers were out of work.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Considering the advanced season of the year and the preceding dull period, September was a month of satisfactory developments in the industrial situation. Labour was more fully employed and prospects were more satisfactory than in August. However, there was no unsatisfied call for any class of men, except unskilled labourers.

The Ontario Power Company awarded a contract and work was commenced on a large addition to its power house, the extension will be 100 feet long, requiring

much excavation, mostly in rock, will include 10,000 cubic yards of concrete, will increase the capacity of the plant by 25,000 horsepower, and must be completed by December 1st. This company has contracted to supply the Ontario Hydro-Electric Power Commission with power for transmission to Toronto and western points.

The building trades were more active than at any previous time this year. New factory and school buildings and a number of dwellings were being erected. The corset factory building was ready for the roof. It is 32x145 feet in size and two stories high. At the cyanide factory buildings, 153 men were on the pay roll, including 49 carpenters, 22 builders' labourers and 63 unskilled labourers.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy with threshing and late crops, and farm labourers were in demand. Unusually dry weather hastened the ripening of fruits and made much work for growers. Help was in sudden demand, and the longest possible hours of labour were the rule. Prices of fruit were high. All manufacturing concerns were running, with nearly complete or full staffs of employers.

Other industries.—The new transmission line of the Ontario Power Company from Niagara Falls to Welland was well advanced.

Contract for building Section No. 4 of the Niagara boulevard was awarded. The section is three miles long, is located near Bridgeburg, and the price is \$32,500. Section No. 1, near Chippewa, was about half finished on September 15th. Many labourers and teamsters are employed on these works.

CONDITION OF PARTICULAR TRADES.

Though conditions in the building trades were improved, some crafts found work dull. Some masons and bricklayers were idle, and lathers, plasterers, painters and plumbers were all quiet. Stonecutters have had a long, dull period.

The activity prevailing during the summer among electrical workers and linemen was less noticeable. Carpenters were all employed; builders' labourers were active, and concrete workers were busy. All the metal-working trades were active, but the demand for men was fully supplied. The roller bearings factory may remove. Some coopers were employed in the district. Canneries were still running to fullest capacity, the quick ripening of fruit and vegetables hastening their busy season. The summer rush of business in hotels and restaurants was over, and staffs will be much reduced in October. Some large summer hotels have closed. After a rush of passenger traffic in August and the early part of September, railways experienced a slack period, but freight traffic was said to be increasing. Passenger steamboat lines reduced services, but a busy autumn on the lakes was anticipated. Teamsters were busy. Electric railway lines were reducing staffs. Unskilled labour was very well employed.

DISTRICT NOTES.

Bridgeburg.—A varnish factory is to be erected here. The building trades were active here and in Fort Erie.

Welland.—Work was commenced on the erection of the new post office and customs building. New sewers to cost \$60,000 are projected, and work will be commenced this autumn. The contract was let for building the new \$50,000 dock.

Port Colborne.—A newly-formed company proposes to erect a large flour mill here. Canal improvements went steadily forward, giving some employment. An accident to the waterworks engine, causing considerable damage and crippling the system, was followed by fire in the brass works. The factory and a dwelling were completely destroyed, entailing \$75,000 loss and throwing sixty-five men out of work. The works will not be re-built here.

Humberstone.—The shoe factory was busy.

ST. CATHERINES, ONT.. AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

September proved a better month for employment than the preceeding month. Some of the mills and factories that had closed down for a short while resumed operations. Some have increased staffs. Building operations were more active than in August. Good headway was made on the Bishop Ridley College new building, and on the Whitman-Barnes Co.'s manufacturing plant which is expected to be in operation at an early date. Business, wholesale and retail, was reported better than last month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The dry weather has been unfavourable for fall sowing, but has helped in the harvesting of other crops particularly fruits, which yielded fully up to expectation in most cases. The St. Catharines Cold Storage and Forwarding Co., has shipped as high as eleven carloads of fruit in one day. Jordon, Beamsville, Grimsby, and Winona districts' fruit growers claim an equally creditable showing. Owing to the heavy crops of fruits that were harvested, the local canning factories were taxed to their fullest capacity. Some put in considerable overtime work.

CONDITION OF PARTICULAR TRADES.

The building trades were more active than for some months past. All branches of the metal and engineering trades were active. Woodworkers, upholsterers, varnishers, polishers, carriage and wagon-makers reported a fair month. The allied printing trades were active. Journeymen, tailors, boot and shoe workers were active. Bakers, confectioners, butchers, meat cutters, ice cutters, drivers, cigar makers and tobacco wor-

kers had a fair month's work. Tan-ners, curriers and leather workers, bar-bers, clerks, stenographers, delivery em-ployees, hotel and restaurant employees and laundry employees were active. All lines of transportation were well em-ployed. Unskilled labour was active, supply and demand being about equal.

DISTRICT NOTES.

Thorold.—Labour was generally well employed, with a slight improvement over last month. The Penman woollen mills resumed operations on the 19th of the month after a month's idleness.

Merriton.—Employment compared favourably with the preceeding month and was generally more active. The Lincoln Paper Co. has taken over the Lybster Mills buildings which have been standing idle for many years. They will be used for manufacturing paper. This will give employment to a large number of hands.

HAMILTON, ONT., AND DISTRICT.

*Mr. S. Landers, correspondent, re-*ported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was but fairly well employed, many men being out of employment, with prospects of a slack winter. Many of the societies are already preparing for the relief of those out of work during the winter. The International Harvester employees have formed a Mutual Benefit Association. Its object is to provide an income for its employees when sick or disabled by accident, and to make definite payments to their families in case of death. Papers of incorporation have been issued to "The Peoples Brewery of Hamilton", capitalized at \$250,000. The local branch of the stage employees' union has drawn up an agreement which they asked the managers of the local theatres to sign. The agreement does not call for any increase of wages, but protects the union men for a year at the present scale. Two of the theatres have already signed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The fruit growing in-dustry was very prosperous during the month. The crops were large and a large number of men and women were employed in picking and packing.

Manufacturing.—Manufacturing has been rather slack, most of the industries employing only regular staffs while others were working considerably below the average.

CONDITION OF PARTICULAR TRADES.

Bricklayers, stonemasons, carpenters and joiners were fairly well employed. Plasterers, lathers and painters were active. Plumbers, steamfitters, stone cutters, builders' labourers were fairly active. Iron moulders were fair, stove mounters slack, coremakers slack, steam engineers active, and linemen fair. Metal polishers, were active; blacksmiths fair, sheet metal workers active and horse-shoers fair. Woodworkers were active; upholsters fair; varnishers slack; car-builders fair; pattern makers fair, and coopers active. Printers, pressmen, book-binders, stereotypers, and engravers were active. Journeymen tailors and garment workers were slack, but boot and shoeworkers were active. Bakers active; butchers fairly well employed. Cigar makers and tobacco workers were fair to active. Leather workers, delivery employees, hotel and restaurant em-ployees were active. Steam Railroad conductors, engineers, firemen, tele-graphers, trainmen, switchmen, track-men, were fair, with freight handlers, steamboatmen and longshoremen, street Railway employees and teamsters, active. Unskilled labour was slack.

BRANTFORD, ONT., AND DISTRICT.

*Mr. J. C. Watt, correspondent, re-*ported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market continued unchanged since last

report. There were a number of unskilled labourers and a few skilled mechanics unemployed. The building trades continued active, there being more employment than was anticipated. Factory conditions are improving slowly; practically all were running with reduced forces. The Watson Manufacturing Company, manufacturers of textile goods, resumed work, after a shut down of several months. Retail merchants had an active month. The moulders' strike continued with little change in the situation.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Farmers and market gardeners were very busy. Crops on the whole, have been very fair. There has been no lack of farm labourers.

Manufacturing. — The works of the Massey-Harris Co., were closed during the month for stock-taking and repairs. The Radiator works were busy. On the whole, trade seemed to be improving slowly. The Westrumite paving Company has just completed a factory building, 50x100 feet. It expected to commence manufacturing shortly.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers, and plasterers were active. Painters were busy, with the exception of those who are in factories, who were only active. Plumbers, gas and steam fitters were fairly busy. Blacksmiths, iron moulders and coremakers were somewhat quiet. Metal polishers, stove mounters, boiler makers, horseshoers, machinists, engineers, electrical workers and linemen were all active. Metal workers were busy. Carriage and wagon makers and pattern makers were active. Coopers were busy. The printing and allied trades showed an improvement over last month. Tailors were also busier than during the preceding month. Bakers and confectioners were busy, butchers, cigar makers and tobacco workers were active. Leather workers and saddlers were active. Barbers, clerks and delivery employees

were active and laundry workers were busy. Railroad trackmen were active. Freight-handlers and street railway employees were busy. Cabmen were active and teamsters were busy. There were a number of unskilled labourers unemployed.

DISTRICT NOTES.

Paris. — Conditions have improved during the month. The erection of the new school was employing a number in the building trades.

GUELPH, ONT., AND DISTRICT.

Mr. O. K. Wallace, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market showed little change during September, except that towards the close, orders were coming in better in a number of factories and a better feeling was noticeable. Outdoor workers had a good month, but factory workers had considerable lost time in some lines. There has not been the number of new arrivals this summer that had been noticed for a number of years back and during the summer a considerable number of unskilled workers have gone into the rural districts. Winter prospects are improved for factory employment, but an earlier closing down of outdoor work than usual is expected. Work on the new London factory, on the armory, and on the waterworks extensions have been pushed ahead. A review of building operations for the year show a total of \$538,770. This was divided into \$271,770 for new buildings, \$125,000 for waterworks' extensions, \$60,000 on the new armory building, and \$81,000 on public improvements. The O. A. College has reopened with a record attendance of students.

CONDITION OF PARTICULAR TRADES.

The building trades had an active month. It is expected the season will

close a little earlier than usual. A larger amount of work was done than was looked for in the spring and altogether the season was a fair one.

Bricklayers, masons, carpenters, painters, plumbers, sheet metal workers, builders' labourers and stonecutters all had an active month. The iron trades had a quiet month generally. An improvement was beginning to be noticed in some shops, but there has been a good deal of short time. At the close of the month orders had been given for full time in two shops with expectations of a good winter. Iron moulders, machinists and machinists' helpers all had a quiet month. Tube mill workers had an active month. The woodworking trades had a quiet month. Printers had a quiet month with some idle men. Tailors had an active month. Garment workers had a quiet month, a business change affecting conditions. The warm weather of the month influenced these trades somewhat on fall business. Cigar makers, bakers and confectioners were active. Barbers, clerks, delivery employees etc., also had an active month, the opening of the O. A. College term having a good effect. Unskilled labour had an active month, the supply being about the same as the demand. There has been an exodus to the rural districts.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers in this section have just finished harvesting with the exception of the root crops. A good crop has been general except in roots which have suffered from the long drought.

Manufacturing.—Manufacturing generally showed signs of improvement although this has been a quiet month.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour, skilled and unskilled, was more active in September than in the

preceding month, owing to the large amount of civic work being done. The Merchants' Rubber Co., after six weeks spent in repairing, began operations with a full staff. Manufacturing was more active than in the previous month. The only factory not running was the Canada Furniture Co. The Anthes Furniture Co. was working overtime, and the Walker Bin and Office Fixture Co., and the Berlin Robe and Clothing Co., were working up to nine o'clock. The foundation of the Haigens' new shirt and clothes factory is finished. Good progress was made on the Kaufman Rubber Company's factory. A few more permits were issued for the building of residences and other structures, one being an addition to the Canadian Block. The new Menonite church was completed during the month. Two large barns were destroyed by fire; both are under construction again.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy seeding, threshing and harvesting. The potato crop was good.

Lumbering.—Lumbering was quiet.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters and joiners were somewhat inactive. Lathers and plasterers were busy. Painters, decorators and paper-hangers were quiet. Plumbers, gas and steam fitters, stone cutters, and builders' labourers were very quiet.

Metal.—Iron moulders, iron workers and helpers, coremakers, machinists and engineers were quiet. Steam engineers, electrical workers and linemen, blacksmiths, bicycle workers, tool sharpeners and horseshoers were active.

Woodworking.—Woodworkers, upholsterers, varnishers, polishers, wood carvers, carriage and wagon makers, car builders and pattern makers were all active. Coopers, guilders, and shingle weavers were inactive.

Printing.—Printers, pressmen, electrotypers and bookbinders were active.

Clothing.—Journeyman tailors and garment workers were busy. Hat makers

glove makers and boot and shoe workers were active.

Food and tobacco preparation.—Tobacco workers were active.

Leather.—Tanners and curriers, leather workers, saddlers, trunk and bag makers were active.

Miscellaneous.—Barbers, broom makers, clerks, stenographers, delivery employees and furriers were active. Hotel, restaurant and theatre employees were busy.

Transport.—Railroad conductors, engineers, firemen, telegraphers, trainmen, switchmen, trackmen, freight handlers, street railway employees, cab drivers, hackmen, carters, draymen, teamsters and expressmen were active.

Unskilled labour.—Was fairly well employed.

DISTRICT NOTES.

Waterloo.—Labour skilled and unskilled was well employed, but with supply ample to meet the demand. Some of the industries were working overtime.

Elmira.—All classes of labour were well employed, and industries working full time.

WOODSTOCK, ONT., AND DISTRICT.

Mr. W. N. McElheran, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

September showed an improvement in nearly all lines of employment as compared with the previous month. Manufacturers had not yet regained their former confidence, but orders were coming in, and being supplied from stocks which had not been added to for the past few months; with the result that the hours of work were lengthened and more men given employment. About 150 men left this district on the several western farm excursions. The continued drouth which lasted up to the 28th., of the month had the effect of retarding the growth of the root crop. The demand

for farm laborers fell away almost entirely. Great activity prevailed on several of the county roads, men and teams being in good demand for hauling gravel and doing grade work, a wage of \$4.00 per day for man and team was paid for this work, the number of hours constituting a days' work being governed by local conditions, such as length of road, accessibility to material, etc. Those working by the hour worked 10 hours a day. The usual number of men were employed reballasting and repairing the roadbeds of both the G. T. R. and C. P. R. Placing poles and stringing wires for rural telephone companies also gave employment to a large number of men. In the County of Oxford there are about 1,500 rural telephones operated by the several companies, the Ingersoll Rural Company having on its own exchange 586 telephones.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Threshing operations were general. The yield in oats and wheat was very good the grading being nearly always A1. Fall ploughing was commenced somewhat earlier this year, this being possible on account of the forward season. The drought retarded the root crops somewhat, and in some localities caused a failure. Cheese and butter remained about the same, cheese reaching 12 7-8 on the local cheese boards while butter brought 28c. to 30c. at the creameries. Contracts for milk were let at the St. Charles Condensing Factory, Ingersoll, for the next six months as follows: October \$1.40 per cwt.; November, December, January and February, \$1.50; March \$1.40. Wheat was marketed at \$85 per 100 bushels.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were not employed in large numbers, there being but little building. Work went forward under most favourable weather conditions on the Grey Memorial Hall, the close of the month seeing the brick and stone work nearly completed with part of the roofing on. Carpenters and joiners were

slack. Short hours in many of the factories threw a lot of men on the market who found it necessary to take anything they could get, with the result that many regular carpenters found it difficult to get work at anything like regular wages.

Painters and decorators were in a better position, finding a revival of work as the month went along. Plumbers, steamfitters and gasfitters were all steadily employed. The new Y. M. C. A. building was nearly ready for occupation. Moulders and stove mounters were still working short time. Wire fence operators were slack. Woodworkers reported a revival of business.

The Canada Furniture Manufacturers' local factory started up after a two months lay off, the close of the month seeing about the usual number employed. Carriage and wagon makers reported no material improvement over the preceding month. Coopers were busier than usual with orders for the fall pick which though good in some localities will not come up to that of a year ago. Church organ workers were very busy. Piano and reed organ makers were quiet. Printers and pressmen were quiet. Tailors were also quiet. Knitting factory employees were very busy, with orders ahead, though hardly as good prospects as a year ago.

Cigar makers were still quiet as were also bakers and butchers. Tanners and curriers reported an improvement upon the previous month. The unskilled labour market was overcrowded.

STRATFORD, ONT., AND DISTRICT.

Mr. Joseph T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during September was about the same as in the previous month. Building operations were active; a church, schools, the G. T. R., car shops extension and several other buildings were nearly completed. Civic work gave em-

ployment to a large number of men. Tenders were asked for the construction of 13,458 ft. of walk at the last meeting of the council. The Assessor's report shows an increase in the population. The total now numbers 14,489. An increase in property assessment of \$757,511 is shown. Most of the factories were active. The Ballantyne Co., has moved to its new factory and increased its staff. Wholesale and retail merchants reported business fairly good. No change in rates of wages or hours of labor, and no trouble in the labour market was reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were threshing and the grain was turning out well. Owing to want of rain the turnip crop will be a failure in some districts. The following prices prevailed:

Butter, 24 to 25 cents per lb.
Eggs, 20 cents a dozen.
Apples, 30 to 50 cents per bag.
Potatoes, 75 to 90 cents per bag.
Chickens, 25 to 50 cents, each.
Ducks, 35 to 50 cents each.
Young pigs, \$4. to \$5 per pair.
Hay, \$8 to \$9 per ton.
Live hogs, \$6.50 per cwt.
Wheat, 88 cents per bushel.
Oats, 38 cents per bushel.
Barley, 45 to 50 cents per bushel.
Peas, 75 to 80 cents per bushel.

Manufacturing.—Was active in some lines.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers and plasterers, painters, decorators and paper-hangers were well employed. Plumbers gas and steamfitters, builders labourers and stone cutters were active. Iron moulders blacksmiths, iron workers and helpers and machinists were quiet, electrical workers and linemen, boilermakers and horse-shoers were busy. The woodworking trades were fairly active all the factories running full time. Coopers reported trade very good. The printing and allied trades reported business very good. Journeymen tailors had a quiet month. Bakers and confectioners were busy. Butchers were active. Cigar makers reported trade fairly busy and harness

makers were busy. Barbers, clerks and delivery employees were active. Hotel, restaurant and laundry workers had a busy month. Railroad conductors, engineers, firemen, trainmen, switchmen and trackmen were busy. Freight-handlers were active. Cab drivers, draymen and teamsters were busy. Unskilled labour was not very well employed, a number being out of work.

DISTRICT NOTES.

Seaforth.—The Seaforth Milling Co., is making some extensive changes in its flour mill. New machines have been installed by the Stratford Mill Building Co. The mill, which has been closed down for several weeks, will commence operations shortly with an increase in staff.

St. Marys.—The walls of the Canada Small Wares Co.'s factory and most of the carpenters work is completed and the machinery installed; it will only be a short time until the company will give employment to a number of hands.

LONDON, ONT., AND DISTRICT.

Mr. A. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions in September varied little from the preceeding month. Outside work was being completed and hands were being laid off. The Western Fair held in the early part of the month gave a week's work to many. Short time is becoming the rule again in a number of the large factories and founderies. The bolt works are working five days a week, the rolling mills three, Wortman and Ward five, Leonards engine and boiler works three quarter time, and a number of others are in the same condition. In the building trades, a number were idle in all the branches.

The absence of rain created considerable hardship, and necessitated the discontinuing of street watering thereby enforcing idleness on about twenty teams and men.

At the C. P. R., round house, where the hands went on strike in August, enough have been engaged to carry on the work. Constables were engaged night and day to overlook the property. A disagreement arose between some of the constables and the C. P. R. Co., the former saying they were hired at \$3. per day whereas the company was only paying \$2.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The absence of rain prevented farmers from completing their fall ploughing. Apple pickers are at work, and a large crop is predicted. A quarter of a million barrels will be shipped from Western Ontario to Great Britain. The absence of rain was causing distress among cattle, a large number of wells having dried up, making it necessary to drive the cattle long distances for water.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were much concerned over the outlook for the coming winter, a number being idle and prospects poor. Carpenters were fairly busy. Lathers reported trade fair. Painter and plumbers were not very busy. Stone cutters were all working, but a number of builders labourers were idle.

Metal.—Moulders reported trade quiet, and short hours the rule. Iron workers were only working three days a week, the fires running the first three days and nights of a week, and being then put out until the last three days and nights of the following week making six days work and six days idleness for both night and day shifts. Machinists were slack, electrical workers and linemen were not doing much. Metal polishers and stove mounters reported trade fair.

Woodworking and furnishing.—Car builders were working full time and coopers reported trade fair.

Printing and Allied.—Printers and pressmen were fairly busy, novelty work having been started. A number of printers continued to arrive from the British Isles.

Clothing.—Journeyman tailors reported trade improving, orders for fall suits coming in. Boot and shoe workers were busy.

Transport.—Train crews have had a fairly good month, a number of extra passenger trains having been put on owing to the London and Toronto fairs. Street railway employees were not busy, owing to the summer traffic to Springbank having closed. Teamsters were not as busy as usual. A number of teams and men left for Goderich to work for the G. T. R. Co., for a couple of weeks.

Unskilled labour.—Idle men are becoming more numerous every day, and prospects are very poor for the coming winter.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was not as active as during the corresponding month of last year. Work in the building trades continued good throughout the month, skilled mechanics being in good demand. The amount of work done does not compare favorably with that of the corresponding month of last year. Unskilled labour was plentiful, yet there was no distress reported. The continued warm weather had a depressing effect on trade conditions, the merchants reporting slow sales of fall goods. In the railway shops, conditions continue to improve. The Michigan Central Railway and Pere Marquette shops being especially active. Local industries reported the month a fair average. The Canning factory has experienced considerable difficulty in procuring female help, and wages were advanced during the month with a view towards inducing women to engage in that line of work. Reduction was made in the staff of the South-Western Traction Company as a result of the falling off of traffic due to the return to the City of the citizens who were summering at Port

Stanley. Announcement is made that work will be commenced at an early date on the Ross Street subway. Once this work is started, there will be a demand for unskilled labour. The work of numbering houses for Free Postal Delivery has been completed and it is expected that the service will be inaugurated very soon. The number of letter carriers will be seven or eight. Traffic on the railroads continues brisk, the Pere Marquette and Michigan Central Railways being rushed. The cost of drilling the forty Artesian wells for the waterworks department will total over \$21,960.

The Kindergarden system in connection with the public schools is a pronounced success, about seventy-five pupils registered in the different schools, and as a result of the large class, the staff has had to be increased.

Tenders for the market privileges were accepted by the City Council, the total sum paid by the tenderers amounting to \$325.00.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The continued drought has seriously affected pastures and as a result dairy produce and beef will undoubtedly advance in price. Turnips, mangels and potatoes are not as good a crop as was expected on account of the dry weather. The fall wheat has also suffered from the same cause.

Manufacturing.—Local industries report the month a fair average. Planing Mills and Railway shops have been busy.

CONDITION OF PARTICULAR TRADES.

Building.—Skilled mechanics found ready employment during the month. The supply of unskilled labour employed in this capacity was greater than the demand.

Metal, engineering and shipbuilding.—Iron moulders, blacksmiths, machinists and boilermakers were actively employed.

Printing and Allied.—Printers and tradesmen reported fair conditions.

Clothing.—Journeyman tailors are commencing to feel the demand for fall clothing.

Unskilled labour.—While the supply has been greater than the demand, so far as the building trades is concerned, there is no reason why this class of labour should be unemployed. The Michigan Central Railway Co., was in need of unskilled labourers during the month to assist in the laying of steel, and a considerable demand has resulted from the civic work in progress.

DISTRICT NOTES.

Port Stanley.—A private Company is prepared to negotiate with the Town Council relative to the establishment of waterworks.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market has shown a decided improvement over August, both skilled and unskilled being in demand and the building trades being especially brisk. Several building permits were issued during the latter part of the month, the largest being for the enlarging of the Chatham Mineral Springs Company's hotel. Everything seems to point to better times. Merchants report that with the farmers marketing their grain, the dry goods trade has shown a decided improvement. Merchant tailors report orders for this month exceeding the corresponding month of 1907, though up to the present month business has been below that of 1907. Factories were fairly busy, mostly on interior work, in one instance advertising for skilled bench and machine hands.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers reported the apple crop excellent and as a result the evaporatory factories are running overtime. The continued dry spell delayed fall seeding and a large amount of fall

wheat is still to be sown; it has also delayed the harvesting of the sugar beet crop.

Manufacturing.—The Wallacebury Sugar Beet Company reports that it is running to full capacity.

CONDITION OF PARTICULAR TRADES.

Bricklayers, carpenters, and plasterers were active with painters fairly busy and plumbers quiet. Electrical workers reported trade quiet. Blacksmiths and boilermakers were fairly active. Carriage and wagon makers reported trade still dull. Printers were fairly busy and journeymen tailors very busy. Bakers, confectioners and barbers reported the month's trade satisfactory.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during the past month has been good, especially in the building trades. Since the first of the year, ninety-one buildings have been erected within the city, showing an aggregate expenditure of \$216,000. It is predicted that before the end of the year this will reach \$300,000. Things were a little quiet in the iron and turned goods trades, but other manufactures were fairly busy. Wholesale and retail dealers reported an increase in trade. There was a small strike on the C. P. R., docks, but the men's places were soon filled. The Government has placed an emigrant agent at the ferry dock; this is a great benefit to the city.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy harvesting fruit and tomatoes, of which they have a fair crop. The prices for both were good.

Manufacturing.—Manufacturers were fairly busy.

Railroad construction.—The M. C. R. Co., had a large gang of men employed building a yard at the end of the tunnel.

CONDITION OF PARTICULAR TRADES.

The building trades were active, being more active than during the same month last year. All connected with these trades, with the exception of painters, were busy. Iron workers were not very busy, but electrical workers, linemen and sheet metal workers were busy. Blacksmiths were fully employed. The woodworking and furnishing trades, except in two firms, were working full time. Printers and pressmen have had a fair month. The tailoring trade was not very active, but garment workers were busy. Bakers, butchers and tobacco workers had a good month. The leather trades were active. Barbers, clerks, delivery employees, hotel and laundry workers were fully employed. Railroad, street railway and steamboat employees, carters and teamsters have had plenty of work. Unskilled labour were well employed.

DISTRICT NOTES.

Walkerville.—The "Walkerville Grain Company, Limited," will be the title of a new commercial concern which will build several elevators.

Sandwich.—The Kent Canning Company had 100 hands employed canning tomatoes.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The demand for labour in September was better than in the preceding month. The Algoma Steel Company's works, which had been closed down for several months, resumed operations. Navigation was impeded by smoke from bush fires. Banks reported an improvement in business as compared with the past three months, and business generally was more active.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Operations this season will be about one-third less than last year, owing to the stagnant condition of the lumber market.

Manufacturing.—The factories were all running, but in most cases with reduced staffs.

CONDITION OF PARTICULAR TRADES.

Quiet conditions prevailed in the skilled trades.

WINNIPEG, MAN., AND DISTRICT.

Mr. Jas. Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During August and September, more farm help than was required was brought west to help harvest the crops, and as a consequence, a large proportion remained and flooded the labour market with unskilled labour. There has been a steady demand for men for railway work, and this has cleared the market of that class willing to leave the city. The demand for manual labour locally has not been nearly as heavy for the current month as 12 months ago. The reason is the curtailment of public improvements by the city, and the diminution in the amount of building. In trades connected with transportation, there has been steady activity, but in factories there has been a degree of quietness contrasted with September, 1907.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Threshing operations were particularly busy, and the warm, dry weather has been all that could be wished. Cutting has been completed. So far, a lot of the new crop has been marketed. Very little damage by frost is reported, and the general results are very encouraging.

Railroad construction is very active, and there is a good demand for men.

CONDITION OF PARTICULAR TRADES.

The number of men employed in the building trades was not nearly as large as during the same month last year. The amount of building done is the smallest on record for five years past. At the present time, there is a general activity and most of the trades are fully employed, but labourers are still very plentiful. Electrical workers, linemen, blacksmiths, sheet metal workers and horse-shoers were active; the other branches were busy. The woodworking and furnishing trades were fairly busy. Printers have been very dull. Tailors complain of extreme dullness of trade; a large number are unemployed, and many are only working half time. Cigar makers and tobacco workers reported trade rather dull. All branches of the leather trades were well employed. Barbers, hotel and restaurant employees, laundry workers, draymen and furriers were very busy. All classes of railway employees were busy. Cab drivers, carters, teamsters and street railway men were very active. The unskilled labour market was overcrowded.

BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during September has been somewhat quiet. The only two buildings of any importance being erected are the Court House and Drill Hall. The supply of nearly all classes of labour was greater than the demand. Difficulty has been experienced by farmers in procuring experienced farm help. Wholesale and retail trade is improving, with the prospects of a splendid harvest. No changes in the rates of wages occurred, and no change in connection with the strike of C. P. R., mechanics. The company claim to have a good staff working in the round house.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—With the splendid weather of the past two weeks, threshing will soon be completed. As the season advances, the reports continue to be more favourable than was expected. The season has been an exceptional one throughout, and although the harvest is not as early as at first anticipated, all doubt as to the crop has been swept away. Yields are commonly averaging 25 to 35 bushels to the acre.

One farmer living north of this city reported last week a yield of 43 bushels all round on his farm. Another farmer of Harding reports a yield of 33 bushels and one of the same district has also a yield of 30 bushels. A farmer of Oak River and of Broadwardine reports 28 bushels and 30 bushels respectively, and many other yields in this district are heavy. The Experimental Farm reports a yield heavier than that of any previous year. South Brandon reports are equally good.

The increase in the yield may be inferred from the number of cars received at Winnipeg, Duluth and Minneapolis up to September 15th, during 1907 and 1908. At Winnipeg, up to September 15th, 1907, 43 cars were received, and in 1908, 546. At Duluth, up to September 15, 1907, 330 cars were received, and in 1908, 1,065. At Minneapolis, up to September 15th, 1907, 191 cars were received, and in 1908, 785.

The reports of the Ogilvie Flour Mills Co., show that deliveries are now running from eight hundred and fifty thousand to one million per day, and already the deliveries of this year's crops have exceeded seven million. Yesterday, 631 cars were received at the various inspection points.

Railroad construction.—C. P. R., steel is now laid about 35 miles west of Asquith. Work is being rushed, but some delay has occurred on account of the twenty bridges that have to be built. Upwards of 400 men are working on this line.

Steel laying on the Canadian Northern Dalmeny extension is almost completed

to the end of the grade northwest of Rosethorn. The company is preparing to haul grain this fall.

Other industries.—Brandon will be made the distributing centre for the Canadian Gasoline Engine Co., Ltd. This company will also handle other classes of machinery.

CONDITION OF PARTICULAR TRADES.

The building trades were slack, and the metal trades quiet, with the exception of sheet metal workers, who were active. Pattern makers were quiet. The printing and allied trades were about normal. The clothing trades were active, but not as active as last year. In the food and tobacco preparation trades, the ordinary activity prevailed. Barbers, clerks, stenographers, delivery employees, laundry workers, etc., found trade brisk. Passenger traffic was heavy, and freight traffic was improving on the Canadian Northern and Canadian Pacific Railways. There was a surplus of unskilled labour in the city. Many have gone into the country looking for work.

REGINA, SASK., AND DISTRICT.

Mr. Hugh Peat, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market has been fair, a greater number of mechanics finding regular employment than in many months past. All members of the Painters' Union in the city are at present fully employed, whilst there are only seven members of the Amalgamated Society of Carpenters out of work. The Sheet Metal Workers' Union reports improvement in the condition of trade, and although it is not anticipated that activity will prevail for any length of time owing to the lateness of the season, the change for the better is very welcome.

One of the busiest spots in the city is on the Parliament Building site, where active operations are in progress night and day, one gang of men following

another throughout the twenty-four hours on the work of sinking the 3,000 and odd concrete piles upon which the buildings are to rest. The large steam hammers are kept incessantly driving the iron cores into the foundation trench, making holes from 15 to 20 feet in depth, which are lined with iron sheeting and then filled with concrete. The various workshops necessary for the proper prosecution of the work are rapidly nearing completion, and the large shed in which the iron sheathing is being prepared is one of the busiest places on the grounds.

The construction of the Albert street and Broad street bridges are under way, and apart from filling in, of which a considerable amount has yet to be done, the Albert street bridge is practically completed.

Much work has also been done in the lake bed itself, thousands of tons of earth having already been removed in order to attain the required level.

The new Brandon-Regina line is now practically completed, about 200 men have been engaged ballasting the remainder of the line between Regina and Montmartre; it is anticipated that the actual date for the opening of the line will be on or about October 1st.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Active conditions prevailed. Threshing is well advanced in all districts, and the crop in many localities has fully realised expectations.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, carpenters and joiners were active, with stonecutters and lathers dull, painters and decorators active, plumbers, gas and steam-fitters active, and builders' labourers fairly active.

Metal.—Electrical workers were fairly active, and sheet metal workers active.

Printing.—Printers were dull, the condition of the trade throughout the month being poor.

Food and tobacco preparation.—Cigar-makers were fairly active, normal conditions prevailing.

Miscellaneous.—Barbers were quiet laundry workers were active.

MOOSE JAW, SASK., AND DISTRICT.

Mr. J. Backus, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was more active in September than in the previous month, especially for unskilled labour, men to work on farms and on railroad construction being in fair demand. There are few idle labourers in the city at the present time. There has been a fair amount of building during the month, mostly on residential property, but the supply of labour in the building trades has been more than equal to the demand. This has been, on the whole, a poor season for all employed in the building trades. Business generally has shown more activity than during the previous month, but collections are somewhat slow. There has been considerable unrest in the labour market caused through the strike of the C. P. R., machinists.

The first regular train over the new Moose Jaw-Edmonton line left Moose Jaw on Monday, September 14th. The train carried a heavy load of freight and a good number of passengers. All along the line, the country is rapidly developing. It is all settled, and the train is never out of sight of the wheat fields. The farmers along the line are highly pleased with the new service.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crops in the Moose Jaw district are on the whole fairly satisfactory, and as prices are ruling good, the farmers will receive good returns for their labours. The average wheat crop in the district is about 18 to 20 bushels to the acre on summer fallow and 16 to 18 on stubble. Work is proceeding at a satisfactory pace on the new Moose Jaw-Edmonton branch. Trains are now running to a point fifty-six miles from Moose Jaw to what is known as Benson's Pit, about three miles beyond Tugaske, the last town on the new line. Steel is laid a few miles beyond this point to the Qu'-

Appelle Valley, across which a large bridge is being constructed. The C. P. R. officials say that the road will be built to Butlook, which is 123 miles from Moose Jaw, before winter sets in.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons reported conditions quiet, with carpenters and joiners, lathers and plasterers, painters, decorators and paper hangers much the same. Electrical workers and linemen were very quiet. The allied printing trades were fairly busy. Conditions in the clothing trades were fairly active, with bakers, confectioners, butchers and meat cutters busy. Barbers, clerks, stenographers, delivery employees and laundry workers were busy.

LETHBRIDGE, ALTA., AND DISTRICT.

Mr. Thos. S. Harold, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market this month has been greatly influenced by the inability of the contractors on the various buildings to secure brick. This has necessitated the laying off of the building trades, with the result that although work is plentiful, it cannot be entered upon. There are quite a number of buildings under way, and a few additional permits have been taken out during the month. While the number of unemployed has decreased to a considerable extent, a number, principally labourers, are still out of work, with chances of employment meagre. Work on the bridge across the Belly River at this point is progressing favourably. The C. P. R. Co., is erecting another bridge across the Old Man River on the Lethbridge-Macleod cut. The Board of Education has decided to build a new school for the North ward of this city. The work on street grading and cement sidewalks is progressing rapidly and providing work for a number of men. The Structural

Ironworkers, who were recently organized in this city, reported their wage as 45c. per hour for a nine-hour day. The city has acquired the electric light plant; this will be removed from its present stand to the river bottom, where the pumping station is. A new standpipe is to be erected, and this, coupled with the possession of the electric plant, will give a greater pressure for fire protection than hitherto. The gross railway earnings of the Alberta Railway and Irrigation Co. for 12 months ended June 30 were \$223,966 against \$190,335 for the same period of 1906-07. The woollen mill has again commenced operations, employing between 30 and 40 persons; when the full complement is put to work, it is hoped to have 50 working.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers have harvested their crops, record ones in every respect. An enormous crowd, estimated to have reached one thousand, swarmed around the Land Office here during the night of August 31 and Sept. 1, all eager to pre-empt. Altogether, about 2,500 to date have taken advantage of this opportunity. Fruit-growing in this district has never been thoroughly tried, but what little has been done has been successful. This will be gone into on a larger scale next year. It may be interesting to state that on one tree here the owner took off over 400 apples.

Mining.—There has been a rich strike of ore on Kennedy Creek, near the boundary line of Alberta.

Railway construction.—Work on the spur track to the Royal Collieries is well advanced, and it is expected to be completed inside the time limit given by the contractors. The work of developing this mine is being pushed rapidly forward, and by the middle of November, the company hope to have an output of at least 300 tons per day. Machinery for more than that amount is being installed.

CONDITION OF PARTICULAR TRADES.

The printing and allied trades were active, and food and tobacco preparation branches normal. Miscellaneous trades

were active, while transport lines were busy. There are still a number of unemployed, but compared with last month, there are not so many looking for work.

DISTRICT NOTES.

Taber.—The Taber mines, which were reported busy at the beginning of the month, are closed down. The Canada West Coal Co.'s mines are closed down on account of shortage of cars. It is claimed that owing to this, all the mines are at a comparative standstill. The potato crop is excellent. Negotiations are pending with the view of having the residential part of this town lit with electricity.

Coleman.—A car shortage is reported, and that elevators would soon be filled unless more cars were forthcoming. The grain deliveries have been very heavy, and unless speedy relief is forthcoming, it looks like a blockade. A shipment of cattle has also been held up.

Clareholm.—Shortage of cars in this district is causing anxiety. At this centre it is estimated the yield of wheat will be 1,500,000 bushels, which is the largest shipment ever made in one season. The car shortage will hurt the farmers in another way, viz., that they will be unable to procure lumber to build granaries.

Warner.—Fine crops are reported from this district. On one farm, winter wheat averages 35 bushels to the acre.

Granum.—The wheat yield is very heavy. In a number of cases, wheat went 40 bushels to the acre.

CALGARY, SASK., AND DISTRICT.

Mr. R. A. Brocklebank, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour situation for the month of September improved over previous months, and there were not so many idle men as in August. It is feared, however, that with the commencement of winter there will be as many idle as last winter, as the supply still exceeds the demand.

Work has commenced on street paving by two contracting firms. The Kettle River Quarry Co. is putting down block pavement, while another firm is asphaltting. Bank clearings have increased considerably, during the last two months over two former months, and over the corresponding months for 1907.

The transportation companies were kept busy with the movement of the crop, and found difficulty in filling the demand for cars. Wholesalers reported trade good, and retail merchants had an encouraging month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy threshing and teaming grain to market, the yield being better than was expected earlier in the season. In some cases wheat has gone as high as 65 bushels per acre. The average is about 35 bushels per acre, while oats run about 45. There is some complaint to the south, of a shortage of cars.

Manufacturing.—Manufacturers were working full time, keeping up with their orders.

Mining.—The coal mines were not worked to their full capacity. The natural gas Co., is putting down a well in the eastern suburb and struck gas at a depth of 650 feet of sufficient quantity to use as fuel in the engine for operating purposes. They have now gone down 1,400 feet and the pressure has gradually increased with the depth.

EDMONTON, ALTA., AND DISTRICT.

Mr. P. C. Foley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Nearly all classes were well employed. The building trades were the most active. Unskilled labour found the opportunities of employment more favourable than in the previous month, due partially to the large number engaged on Street railway construction. Building permits for 1908 still retain their lead over the corre-

ponding period of 1907; the closing day of August shows the total to be \$2,201,927 as compared with \$2,029,395 for the same eight months last year. The total for the month of August was \$105,000 as compared with \$86,635 in August, 1907. A characteristic feature of the permits issued for the previous month, is that they have been almost all for dwelling houses ranging in value from one to four thousand dollars each. Nearly 700 men are employed on City work out side of the City offices. The number is sub-divided as follows: Waterworks department, Service and repairs, 65; Construction, 55; Sewers, 175; Boulevards, Walks, etc., 61; Gas producer plant, 40; Electric light department, 25; Telephone department, 27; Bithulithic pavement, 100; Street railway, 125. Wholesale and retail merchants reported trade fair. There have been no strikes or changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather has been favourable for farmers. Consequently the grain is about all harvested. Farmers experienced no difficulty in procuring sufficient help. If anything, there were more than enough men in the district.

Railroad construction.—Good progress is reported on the Grand Trunk Pacific grade west of the city; during the last two weeks 600 men and 300 teams have been added to the force in that section.

Manufacturing.—The J. Y. Griffin pork packing plant has commenced operations; the building is of seven stories.

Other industries.—Fur traders report the catch considerably less than in previous years.

CONDITION OF PARTICULAR TRADES.

The outlook in the building trades has much improved, very few mechanics being unemployed. Bricklayers and masons were active, and carpenters and joiners, lathers and plasterers, were well employed, but painters, paperhangers and decorators found trade dull, and stone cutters were quiet. Electrical workers and linemen were busy, also black-

smiths, sheet metal workers and horse-shoers. Printers were active and tailors reported trade fair. Bakers and confectioners were busy, and cigar makers were very busy. Barbers, hotel, restaurant and theatre employees were also busy.

Unskilled labour.—The supply of unskilled labour was equal to the demand.

NELSON, B.C., AND DISTRICT.

Mr. A. B. Dockstader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during September throughout the Kootenay district was quiet, the supply of both skilled and unskilled labour exceeding the demand. There was no change in the strike situation on the Canadian Pacific Railway. The company was reported to have 65 strike breakers in its employ, a large increase over the number employed last month. The Silver King mine again entered the shipping list with about 15 miners employed; should development justify, this number will be increased largely. The operating syndicate has let a contract to the West Kootenay Power Company for the building of an electrical power line to the mine for the supplying of power to operate the mine. When this power is installed the mine will be worked on a more extensive scale. The St. Eugène mine at Moyie, B.C., is employing nearly 400 men; the locality enjoys a fair share of prosperity. Michel is now the chief coal and coke producing camp of the Crow's Nest Pass Coal Company; about 1,300 men are employed. The foundations were being laid for a new steel tippie and a new power house 35 by 140 feet, two stories high. The mines at Hosmer, B.C., were being vigorously developed. The new steel tippie has been completed. A substantial power house was under construction and was expected to be finished within another month when the mines

and the town will be supplied with electric light. In all, about 600 men were employed and the company will be in a position to supply coal and coke steadily by January 1, 1909.

Fernie is being re-built rapidly; since the disastrous fire of August 1, several permanent concrete and brick buildings have been commenced, but frame buildings are greatly in the majority. The frame buildings within the fire limits are to be replaced by fire proof buildings within ten months time. A large number of people are still living in tents, but it was thought most of them will have houses to live in by winter, that is by November 15.

About 200 men have been laid off at Coal Creek mine. This was said to be temporary, on account of losses sustained by the company in the fire and a change in the system of working No. 2 mine owing to the serious bumps occurring in that mine recently.

The third annual fruit fair at Kaslo, B.C., took place on September 17-18, and was most successful, from the point of the quality of the fruits exhibited. Nelson's sixth annual fruit fair was held on September 23-26 and proved the most successful yet held in that city, both as to attendance and the quantity and quality of the exhibits, the Kaslo district exhibit winning the first prize.

Mr. J. M. Hodge of the Scottish Agricultural Commission, which has recently toured this district stated:

"The tour through the Kootenays proved a revelation as to what could be accomplished in fruit growing within a few years. The climate and other conditions are ideal and the comparative proximity to the prairie regions and the ripening of the crop late in the season ensures good prices and the delivery of the fruit in prime condition."

A meeting of the directors of the Kootenay Fruit Growers' Association was held at Nelson on September 15, with a view to taking steps to bring about a more complete and systematic system of marketing the fruit products of the district.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market in this district was not in as satisfactory a condition as last month, a number of idle men, principally labourers, being reported. This condition is likely to continue during the winter months, as the only work of magnitude at present under way is the construction of the electric road between this City and Chilliwack, on which the number of men employed is limited, sub-contracts being given by the contractors to farmers and others who do the work themselves. A cargo of 2,000, tons of rails is due to arrive for this road about October 1. The Dominion Government is deporting a large number of Hindus some on account of ill health. The Indians who have been employed in fishing on the Fraser River during the season have left for Agassiz and Chilliwack where they will have a month's employment picking hops; the pay for this work is \$1.00 per box, and active hands including women and children can pick three boxes a day. After the completion of this work the Indians return to their reserves for the winter. The Dominion Government have completed arrangements for the purchase of a new dredge for work on the Fraser River.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Operations for the present season are practically over, and reports from all parts of the District are very favourable, good prices for all commodities prevailing.

Fishing.—Sockeye salmon fishing on the Fraser River closed on the 25th, ultimo, and the fishermen at present out are taking Cohoes for which they obtain 25 cents per fish. The pack of Sockeye salmon in British Columbia during last season was much better than during the preceding year, the total pack amounted to 343,608, cases as compared with 314,074 cases for the year previous an advance of 29,534 cases. The pack this

year shows an increase everywhere except on River's Inlet where a small catch was made. On the Fraser River the catch was 73,369 cases as compared with 59,815 cases last year. On the Skeena where the supply of cans ran out and prevented the packers from putting up more, the total number of cases put up was 137,721 as against 108,413 last year. On Rivers Inlet 63,038 cases were put up this year as compared with 87,874 cases last year. On the Naas River 27,000, cases were put up while the total last year was 17,813 cases. At outside points 42,480 cases were put up this year and 40,159 last year. Next year is what is known to canners as the big year on the Fraser River. According to prominent salmon canners the demand for sockeyes is good and prices satisfactory to the packers. There has been rather an oversupply of pink salmon and in consequence of the low prices made by the Alaska packers for this grade of fish the market is weak, while the market for sockeyes is strong.

Lumbering.—Conditions have improved somewhat principally in an increase of orders for the Northwest Provinces.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, lathers, plasterers, painters, plumbers and builders' labourers were dull.

Iron moulders, iron workers, machinists, engineers, blacksmiths, boilermakers and car builders (electric) were active, with shingle weavers dull. Printers, pressmen and bookbinders were active, with journeymen tailors, and boot and shoe workers quiet. Bakers and confectioners, butchers and meat cutters, and cigar makers were active. Barbers were active, with clerks and stenographers quiet. Laundry workers were busy. Steamboatmen and steamboat firemen active, with street railway men quiet. Unskilled labour was dull.

VANCOUVER, B.C., AND DISTRICT.

Mr. George Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during September was very inactive, a large number being

unable to procure employment. The outlook is not favourable. Shipping was reported more active than during previous months, although lumbering remained quiet. At the end of the month some 28 vessels were reported on their way to British Columbia from ports in the Orient. London, Liverpool, Valparaiso, and South America. Their tonnage was estimated at about 38,000. These vessels will bring mixed cargoes. Six hundred sewing machines and 400 cases of quaker oats were shipped per the Canadian-Australian liner, "Marruka," for Sydney, N.S.W., and mining machinery for Launceston, New Zealand. The rate war between the Canadian Pacific Railway and the Inland Navigation Company still continued, rates from Vancouver to Victoria via Seattle being \$1.50. The Union Steamship Company announced a rate of \$5.00 for white steerage passengers to Prince Rupert. Through freight rates to Oriental ports were increased, the new schedule to go into effect on November 1.

Local quotations for provisions were as follows:—

Hams, heavy, 17c.; medium, 18c.; breakfast bacon, 19c. to 21c.; backs, 17½c.; dry salt long clear, 13c.; shoulder hams, 12c.; picnic hams, 11½c.; cottage hams, 12½c.; local creamery butter, 35c.; Ontario creamery, solids, 29.; dairy butter, tubs, 23½c.; Alberta creamery, 30c.; cheese, 16.; fresh ranch eggs, 40c.; Eastern eggs, 30c.; lard, 3's and 5's 14½c.; 14½c.; 10's, 14½c.; Silver Leaf, 3's and 10's, 14½c.; 50's, 13½c.; 80's, 13½c.; Griffin hams, 18½c.; Premium hams, 20c.; Griffin boiled hams, 27c.; Premium boiled hams, 28½c.; Griffin lard, 3's, 5's and 10's, 14½c.; bacon, 18½c. to 20c.; Premium bacon, 26½c.; chickens, 22c. to 28c.; turkeys, 30c. geese, 18c.; duck, 18c.; fowl, 16c.

The tug "William Jolliffe" is taking 600 sacks of cement for the foundation of the new lighthouse at Estevan, which is to be constructed of concrete. The new lighthouse tower will be 100 feet high and the light will be a triple flash incandescent vapour lamp developing 2,100,000 candle power or six flashes each of 350,000 candle power.

Plans have been filed for a new railway. the Howe Sound, Pemberton Meadows & Northern, which will run from the head of Howe Sound to Anderson Lake in the interior, and the promoters of it are now negotiating for the purchase of the right-of-way. It will be 84 miles in length. The terminus on Howe Sound is about 25

miles northwest from Vancouver. Local bank earnings for the week ending September 24, were \$4,376,846 as against \$4,374,936 and \$2,739,119 for the corresponding weeks, respectively, of 1907 and 1906, a small increase on last year, but the first in many months.

For the eight months ending August 31, the total value of building permits was \$4,529,050. The total value for September, to the 24th, was \$273,005.

The members and guests of the Canadian Mining Institute who are touring the province arrived during the month and were tendered a civic reception.

The B.C.E.R. Co.'s check covering the city's percentage of the company's earnings for August was \$2,532.96. The check for August of last year was \$1,791.20, so that the increase is very marked. The total for the eight months was \$12,546.67, as against \$8,531.97 for the same period last year.

CONDITION OF PARTICULAR TRADES.

The building trades were unchanged from the previous month, except that fewer men were employed. The metal, engineering and shipbuilding trades were dull. The "Pacific Globe," a new morning paper of eight pages, has appeared; this helped to relieve unemployment. Newspaper men and job printers were not well employed for the season. The clothing trades were dull. Only 40 cigar workers out of 165 of that craft were employed. Leather workers were on short time. A surplus of supply was reported in the miscellaneous branches. The strike of the Canadian Pacific Railway seriously affected railway employees. It was estimated that there were about 400 men idle.

VICTORIA, B.C., AND DISTRICT.

Mr. W. E. Ditchburn, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During September, the condition of the labour market improved somewhat from

the previous month. There has been a revival in the building trades, principally upon residences, and this has taken up many unemployed carpenters and painters. Building permits taken out during the month of August were the largest of any month in the year. Work in the ship yards has also improved, and considerable repair work has been undertaken on wooden vessels, thus employing the bulk of the ship carpenters who were unemployed during the previous month. The iron ship building industry, however, has not improved, very little work going on.

Business both wholesale and retail has been good, and some of the local merchants predict as good a year as last. This is principally due to the fact that the city has had many visitors during the summer, owing to the cheap rates from cattle. The hotels have particularly benefited by the competition between the C.P.R., and the Inland Navigation Company.

There have been no industrial troubles during the month.

The Municipal authorities have instituted a bi-monthly pay day for all civic employees, instead of monthly as formerly. The change is much appreciated by the large number of men employed by the city.

From the first of the year until the end of August a total of 387 permits have been issued. The figures for each month from the beginning of the year are as follows:—

January.....	\$ 54,725
February.....	63,315
March.....	110,800
April.....	128,600
May.....	79,195
June.....	74,010
July.....	106,080
August.....	129,770

During August the first serious decline in the year in bank clearings was experienced, the figures for that month totalling \$259,231, compared with \$5,026,571, a year ago, a decrease of \$767,340. The figures for each month of the present year compared with the corresponding month last year are given below:

Month.	1908.	1907.
January.....	\$ 4,391,096	\$ 3,909,509
February.....	4,272,712	3,705,822
March.....	4,290,782	4,059,507
April.....	4,634,089	4,554,441
May.....	4,635,628	4,853,441
June.....	4,500,812	4,848,161
July.....	4,940,841	5,208,912
August.....	4,259,231	5,026,571
Total (8 months).....	\$35,985,883	\$36,166,304

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—All the grain crops have been harvested and are reported as about average. A portion of the plum crop had to be picked early and destroyed owing to a disease.

Lumbering.—One or two of the mills on the island closed down for a short time on account of over production and the cut in prices. They are all running again now and report business good.

Railroad construction.—Nothing more than general repair work is going on on the lower end of the E. & N. Railway, the changing of the line and filling in of the Waugh Creek trestle, having been completed.

Other industries reported business in good condition with the exception of the iron ship building yards. At these places small repair work only, was going on.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and stone masons were well employed. Carpenters and joiners found conditions somewhat improved over last month. Some painters were still out of steady employment. The plumbing branch of the building trades was about normal.

Metal.—Iron moulders were steady. Machinists and engineers all found plenty of employment, as did electrical workers and linemen. Blacksmiths were all working but boiler makers and iron ship builders were not very steadily employed. Shipwrights and caulkers were busy on repair work. Tool sharpeners found plenty of work, as a good deal of rock work is going on at the present time. Horse shoers also found constant work.

Printing.—Printers were working steadily, and a few extra hands were employed at the government printing office, getting out the voters' lists for the coming Dominion election. The Victoria Printing Company has installed a linotype, and will publish a weekly paper, beginning at the end of the present month.

Food and tobacco preparation.—Bakérs, butchers, and meat cutters were well employed. Cigar makers were not working full time.

Miscellaneous.—Barbers, hotel, restaurant and theatre employees had a busy month attending to the wants of the many visitors to the city. Laundry workers also were well employed.

Unskilled labour.—A good deal of unskilled labour is employed by the City on street improvement, but there are still some out of steady work.

NANAIMO, B.C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

While not up to the average, conditions in this district have shown a little improvement over last month in some branches, and the outlook is more hopeful than for some months past. The sandstone quarry on Newcastle Island which has been idle for some time has been taken by new parties and it is expected that a good deal of work will be done as soon as machinery, etc., is in place. The stone from this quarry has the reputation of being the best of its kind on the Pacific Coast. Wholesale and retail merchants reported business normal.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—There was little activity among local fishermen outside of fishing for the local market. On the West coast of the Island at the whaling station, there are having very good success; having caught with their two steamers over 500 whales during the season.

Lumbering.—Some of the saw mills in the district have been active, and while there has not been much increase as yet conditions show an improvement over those existing for some time past. There is very little activity in the logging camps.

Mining.—Work at the local coal mines has shown a decided improvement over last month. The other mines in the district have done fairly well with prospects of gradually improving.

Railroad construction.—Construction work on the extension of the local railroad is being pushed, but no scarcity of labour is reported.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners report work active; there being more new buildings and improvements under way than for years. Painters, paper hangers and builders' labourers have been active. Blacksmiths and carriage makers report work quiet. Printers report business fairly good. Teamsters and express men have been quiet. Unskilled workmen have been fairly well employed there being a large force employed on the extension of the water works by the city and on new cement sidewalks.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF SEPTEMBER, 1908.

DURING the month of September, the Department received one application for a Board of Conciliation and Investigation, namely, from the National Brotherhood of Street Railway Employees,

being on behalf of employees of the Quebec Railway, Light and Power Company the dispute affecting, it was alleged directly and indirectly, 116 men.

Earlier Applications.

Of applications received prior to the beginning of September, proceedings in connection with which remained unfinished at the close of August, there were the following, namely: (1) on behalf of the railroad telegraphers of the Canadian Pacific Railway Company; (2) on behalf of the Manitoba and Saskatchewan Coal Company of Bienfait, Sask.; (3) on behalf of the members of the Freight Clerks' Union, Branches Nos. 1 and 2; Halifax and St. John stations on the Intercolonial Railway of Canada (4) on behalf of the railway carmen in the employ of the Quebec and Lake St. John Division of the Canadian Northern Railway; (5) on behalf of the locomotive engineers in the employ of the Canadian Northern Railway, Ontario; Canadian Northern Railway, Quebec, and the Canadian Northern Railway, Quebec and Lake St. John; (6) on behalf of the locomotive firemen and enginemen in the employ of the Canadian Pacific Railway Company.

Report Received During September.

During the month the Department received one report, that, namely, from the Board of Conciliation and Investigation established in the case of the Canadian Pacific Telegraph Company and the railroad telegraphers in its employ.

Other Proceedings During September.

During the month, investigations proceeded in the case of the dispute between the Intercolonial Railway and its freight clerks, and in that of the Canadian Northern Railway Companies and locomotive engineers.

In the case of the freight clerks' dispute, the dispute was referred to a committee of Conciliation, Mediation and Investigation appointed under the Conciliation and Labour Act, the committee consisting of His Honour Judge McGibbon of Brampton, Ont., chairman; Mr. H. Holgate, C. E., Montreal, recommended the Intercolonial Railway, and Mr. J. O'Donoghue, Toronto, recommended the employees, the chairman being appointed on the joint recommenda-

tion of Messrs. Holgate and O'Donoghue. Sessions of the committee were held at Halifax and Ottawa, and the report of the conclusions of the committee had not been received in the Department at the close of the month.*

In the case of the dispute between the various companies comprised in the Canadian Northern Railway and the locomotive engineers in their employ the Board consisted of His Honour R. D. Gunn, Ottawa, Junior County Judge of Carleton, chairman; Mr. F. H. Richardson, Toronto, recommended by the companies concerned, and Mr. J. Harvey Hall, recommended by the employees, the chairman being appointed on the joint recommendation of Messrs. Richardson and Hall; the sessions of the Board were held at Ottawa, Toronto and Quebec, and the investigation had not been concluded at the end of September.

In the case of the dispute between the Canadian Pacific Railway Company and the firemen and enginemen in its employ, the Department was informed by the representative of the applicants that it would not be possible for the latter to proceed with the case before late in October, and requesting that in the meantime the matter of a joint recommendation for chairman from Messrs. Nesbitt and O'Donoghue, the members appointed on the nomination respectively of the Company and the men, be allowed to remain in abeyance; under the circumstances, it was not deemed to be in the interest of a settlement to proceed with the constitution of the Board for the present.

In the case of the dispute between the Canadian Northern Railway, Quebec and Lake St. John Division, and the men in its employ, the Board was originally completed early in September by the appointment of Mr. Cyrille Tessier, Quebec, as chairman, on the joint recommendation of Messrs. E. A. Evans, Quebec, and Alfred Chartrand, Montreal, the members appointed on the nomination respectively of the company and the men, but the Department subsequently re-

* Early in October the Department received a unanimous report from the Committee making recommendations for the settlement of the dispute.

ceived a letter from Mr. Tessier withdrawing from the Board on the ground that he would be unable to attend to the duties arising out of the investigation, and on September 30, Mr. Ludovic Brunet was, on the joint recommendation of Messrs. Evans and Chartrand, appointed chairman in place of Mr. Tessier.

In the case of the dispute between the Manitoba and Saskatchewan Coal Company of Bienfait, Sask., and its employees, the Department received, during the month, a communication from the chairman of the Board, the Hon. Mr. Justice Dawson, of Winnipeg, stating, in reply to an enquiry from the Department as to the reason for the delay in the receipt of the report by the Department, that the report had been prepared in June last, signed by the chairman

and Mr. J. R. Crowe, the member of the Board appointed on the recommendation of the company, and forwarded during the month of June for approval or otherwise to Mr. F. H. Sherman, of Taber, Alta., the member of the Board appointed on the nomination of the men. The chairman stated that he had shortly afterwards left Winnipeg on a visit to England, and was surprised on his return to Winnipeg late in September to learn that the report had not been received in the Department. The Department thereupon, at the close of September, sent a communication to Mr. F. H. Sherman, requesting that the report of the Board might be forwarded to the chairman for formal transmission to the Department.

I.—DISPUTE BETWEEN STREET RAILWAY MEN AND THEIR EMPLOYERS AT QUEBEC REFERRED TO A BOARD.

THE application for the establishment of a Board of Conciliation and Investigation to adjust the dispute between the Quebec Railway, Light and Power Company and the National Brotherhood of Street Railway Employees was received in the Department on September 3. The application was signed by Messrs. Henry O'Neil and T. Mercier, President and Secretary respectively of the Brotherhood. It was stated that two employees were directly affected by the dispute, and 114 indirectly. The cause of dispute was alleged to be the dismissal of Mr. O'Neil from the employment of the company for alleged irregularities. It was stated on behalf of Mr. O'Neil that these irregularities had not occurred, and that the real ground of difference between the company and the men was the position on the part of the company to the Brotherhood. It was alleged also that Mr. Arthur Roy had been improperly

dismissed because of irregularities alleged to have been committed by him as an employee of the Company during the Tercentenary fetes. These irregularities, also, it was contended by the employees, had not occurred. The Minister proceeded with the establishment of the Board, appointing Mr. W. Moore, Toronto, on the recommendation of the company, and Mr. Omer Brunet, Quebec, on the recommendation of the employees. The Department was subsequently informed that negotiations looking to a settlement were being conducted, and the final constitution of the Board was allowed to remain in abeyance for a few days. At the close of September, the negotiations for a settlement were still in progress.*

* Early in October the Department received word that the dispute had been amicably adjusted by Messrs. Moore and Brunet without the appointment of a chairman.

—SETTLEMENT OF DISPUTE BETWEEN THE CANADIAN PACIFIC RAILWAY COMPANY AND THE ORDER OF RAILROAD TELEGRAPHERS.—
THE DISMISSED EMPLOYEE REINSTATED.

THE application for the establishment of a Board of Conciliation and Investigation in the case of the dispute between the Canadian Pacific Railway Company and the Order of Railroad Telegraphers was received in the Department on May 1. The statement accompanying the application set forth that one person was affected directly, while 1,605 were affected indirectly, five of the number being females. The matter of dispute was set forth as being the wrongful dismissal of Mr. A. E. Morrisette by the company from the agency at Megantic, Que., on February 17, 1908. Various references, it was alleged, had taken place between the Company's officials and representative committees of the order without avail. The statement submitted on behalf of the company in reply to the application admitted the dismissal of Mr. Morrisette on the date named, but insisted that the dismissal was entirely justified in view of irregularities which had been committed by the person dismissed. The statement also set forth "that the Company reserved the right to deal with any failure of duties by any of its employees in accordance with the company's rules and regulations, and in such manner as seems to its officials expedient in order to conserve good discipline and efficient service on its lines." It was also urged on behalf of the company that in applying for a Board of Conciliation and Investigation, an improper advantage was being taken of the provisions of the Act. The Minister, after due consideration, decided to establish a Board, and a Board was accordingly constituted as follows: viz., The Honourable Mr. Justice Fortin, Montreal, chairman; Mr. Charles S. Campbell, K. C., Montreal, recommended by the company, and Mr. John G. O'Donoghue, Toronto, recommended by the employees. Subsequently, Mr. O'Donoghue, finding himself unable to act, withdrew from the Board, and on the recommendation of the men,

Mr. W. T. J. Lee, of Toronto, was appointed in place of Mr. O'Donoghue. The chairman was appointed by the Minister in the absence of a joint recommendation from Messrs. Campbell and O'Donoghue. The Board was finally constituted on June 17. The investigation before the Board proceeded immediately, but a final conclusion was deferred for a considerable time, as set forth in the text of the report printed below. An amicable settlement, however, was, as stated above, finally reached, and Mr. Morrisette, the dismissed employee, was taken back into the service of the company, the nature of his discipline being changed from dismissal to suspension for a stated period, while his reinstatement without prejudice was permitted. The case appears to have been one of particular difficulty of adjustment, and a settlement was finally effected only by the exercise of a special degree of tact and perseverance on the part of the members of the Board, the chairman especially acting as a medium for negotiations between the parties concerned, entirely apart from the more formal proceedings of the Board. The findings of the Board were signed by the three members thereof, and a memorandum of settlement between the parties was signed by Mr. J. W. Leonard for the C. P. R., and Mr. G. D. Robertson for the Order of Railroad Telegraphers, also by the Honourable Mr. Justice Fortin as chairman of the Board. The text of the findings of the Board and of the memorandum and statement is as follows:—

Findings of the Board.

The Honourable Rodolphe Lemieux,
Minister of Labour,
Ottawa, Ont.

In the Matter of the Industrial Disputes Investigation Act, and in the matter of The Canadian Pacific Railway Company and the Order of Railroad Telegraphers—Morrisette's case.

1. Meetings of the Board were held at Montreal and at Toronto, and written as well as verbal evidence was adduced by the parties from which the following facts appear:—

2. Mr. A. E. Morrisette, station agent at Megantic, P. Q., sent in, towards the end of the month of December, 1907, the official pay sheet for the station, upon which, in ordinary course, the month's wages at that station would have been paid. He showed thereon, as night car checker, one J. J. Sevigny, at the rate of \$35.00 per month, and as call boy, one George Boiselle at \$15.00 per month. He had, about the 14th of December, advised District Superintendent Williams that Sevigny had resigned, effective December 14th, and he had recommended that George Boiselle be made night car checker at \$35.00, and one A. Couture taken into the company's service as call boy. Superintendent Williams had declined to authorize a salary of \$35.00 per month for Boiselle, who was only sixteen years of age, and had suggested that a rate of \$25.00 per month should be applied for. Mr. Morrisette states that he communicated this information to Boiselle, who answered in effect that he would "go back calling," that is, as call boy, before he would accept \$25.00 a month. Mr. Morrisette states that he forwarded this answer to Superintendent Williams. The latter, however, does not admit having received it.

It appears that in order to get the work of the station done, Mr. Morrisette might have employed additional help, and in this way might, in the absence of contrary instructions, have bound the company even to the extent of paying at the rate of \$35.00 for Boiselle, or such help as he could get as a temporary measure, but he would have had to report the fact and he could not, without authority, put Boiselle on the pay sheet as being entitled to salary.

To Superintendent Williams, at the time he received the pay sheet, it appeared that Mr. Morrisette, by it, represented that Boiselle still occupied his old place as call boy, and that Sevigny, a man whom he had reported as having resigned, effective December 14th, was

still in the company's employ at the end of the month. Superintendent Williams thereupon asked for an immediate explanation, and on the 31st December Mr. Morrisette wrote in reply the following letter:—

"Referring to the attached, I have exhausted all effort to get anyone who cares for the job of Night Car Checker and as Boiselle will not do the work for any less than \$35.00 per month and being forced to use him until he can get relief I thought perhaps it was best to show him in Sevigny's name continuing as he will accept no less may be wrong to have done so. If you think best the following is the correct time of each man:

"J. J. Sevigny, 9-31 at \$35.00	\$10.13
Geo. Boiselle, 22-31 at \$35.00	24.87
Geo. Boiselle, C-B, 12-31 at \$15.00	5.81
Alb. Couture, C-B, 19-31 at \$15.00	9.19

I had not got Couture down as he will drop out soon as a Car Checker can be got in Sevigny's place and Boiselle resumes in his former place. (C-B)".

As this letter made the matter appear to Superintendent Williams the pay sheet had not correctly represented the actual condition of affairs at Megantic station, and had the payments called for by it been made, the pay issued for Sevigny would have had to be distributed in part to Boiselle, and Boiselle's pay in part to Couture, who did not appear to be in the company's service at all. It also appeared that the instructions given by Superintendent Williams not to engage Boiselle at \$35.00 a month had been in substance disregarded.

3. After consideration, Mr. Morrisette was, on the 17th of January, advised of his connection with the entry on his December pay roll for time worked by Check Boiselle in the name of his predecessor Sevigny, that the General Superintendent had instructed District Superintendent Williams that this was an irregularity that required Morrisette's removal from the service, and that he was to be relieved as soon as possible, and that District Superintendent Williams would arrange to relieve him as soon as his successor was decided upon.

On the following day, January 18, Mr. Morrisette demanded an investigation, and on the 26th January, an investigation was held at which Mr. Morrisette was accompanied by Messrs. F. Cicot and Rogers, two members of the Order of Telegraphers.

4. The parties being unable to agree, the present proceedings were begun.

The contention urged by the Telegraphers was that Mr. Morrisette had been discharged without cause. They contended that there had been no offence, but a mere error of judgment, which they treated as consisting of having written the letter of the 31st December, the statements of which they said might be erroneous, but they contended that the pay sheet was correct, claiming that Sevigny was not able to leave the company's service without two weeks' notice, and must be considered as having continued therein until at least the 28th December, and his having been responsible for the duties of night car checker. And following the same line of reasoning, they claimed that Boisselle remained on call only, but was being helped by Couture.

On the other hand, the company contended that the said Morrisette was dismissed from the company's service for certain irregularities in connection with his duties as agent for the company, more particularly for employing, contrary to instructions, a car checker named Boisselle at a rate of wages which the company's superintendent had previously instructed could not be granted, and that in order to secure the increased wage to the said Boisselle, he had entered his name on the pay roll under the name of his predecessor at that position.

5. Having heard all the evidence, the Board first endeavoured to induce the company to take Mr. Morrisette back into service, but this it was unwilling to do, claiming that the matter involved a question of discipline, a breach of positive instructions and the furnishing of information known by the employee to be incorrect.

The Board then endeavoured to see how far the Telegraphers were prepared to modify their position, and after conferences with their representatives, it appeared that they would be satisfied with an arrangement by which Mr. Morrisette should be taken back into the company's service on losing salary to date.

The Board then again communicated with the Railway Company, endeavour-

ing to arrange a settlement on this basis but without success.

6. Conciliation having thus failed, it only remained for the Board to report on the facts established before them. Reports were then prepared, and were just about to be transmitted to you, when further efforts were renewed to bring the parties together, and these, after long and protracted negotiations, carried on unofficially, at times, through the chairman, an agreement was made by the parties, and that agreement is transmitted with the present report.

It was admitted, and we find this to be established, that Mr. Morrisette committed a breach of discipline in the way he acted as above; but, no doubt influenced by his excellent record of seventeen years' service in the company's employ, the company agreed to change the discipline from dismissal to suspension to 1st July last.

This being accepted brought proceedings to an end.

Montreal, this 24th day of September, 1908.

(Signed) W. T. J. LEE,
C. S. CAMPBELL,
THOS. FORTIN,
Chairman.

Canadian Pacific Railway Co.,
Eastern Lines.

MONTREAL, Sent. 1st, 1908.

"MEMORANDUM OF SETTLEMENT RE MORRISSETTE."

The company to change his discipline from dismissal to suspension to July 1st, 1908, and to re-instate him as agent at Megantic without prejudice.

(Sgd.) J. W. LEONARD,
for Can. Pac. Ry.

(Sgd.) G. D. ROBERTSON,
for Telegraphers.

(Sgd.) THOMAS FORTIN,
Chairman.

RESIGNATION BY MR. W. L. MACKENZIE KING, C.M.G., OF THE POSITION OF DEPUTY-MINISTER OF LABOUR—LETTERS EXCHANGED BETWEEN THE RETIRING DEPUTY-MINISTER AND THE MINISTER.

DURING the month the Minister of Labour received the resignation of Mr. W. L. Mackenzie King, C.M.G., from the Deputy-Ministership of Labour, a position held by him since the inception of the department in 1900. The incident was the occasion of the following interchange of letters between the retiring Deputy Minister and the Minister, viz.:—

MR. KING'S LETTER OF RESIGNATION.

TORONTO, ONT., Sept. 21

"Dear Mr. Lemieux:

Having been honored by the Liberals of the North Riding of my native county with the nomination to contest the riding in their interests at the present elections and having decided to accept the nomination, I respectfully beg to tender my resignation as deputy minister of the department of labour, and the positions of editor of the *Labour Gazette*, and registrar of boards of conciliation and investigation, which have been held jointly with the office of deputy minister.

"I need scarcely assure you that the present decision has not been reached without most careful consideration, and that it is prompted solely by a sense of public duty and a belief that the larger sphere of politics affords ampler opportunities of public service. There is hardly a phase of our national life which does not affect industrial conditions and which industrial conditions do not in turn affect, and my interest in the welfare of Canada and the people of this dominion leads me to desire an opportunity of sharing in the solution of some of the larger problems which are arising and will continue to arise in this connection.

"The interests and future of the department of labour are so near and real to me that I would hesitate even now to take the step I do were I not entirely confident that the welfare of the depart-

ment would be fully protected and promoted by Mr. F. A. Acland, the present secretary and the officers associated with him.

"Next to the immediate work of the department, I regret most my separation from the civil service of Canada. An association of over eight years, in every respect so profitable and pleasant, is not easily broken, but I shall carry with me into my new sphere of duties, a knowledge of the needs of the department and the service, and shall through the future lose no opportunity of furthering both.

"In asking you to accept my resignation I wish to express my deep appreciation of the helpful and pleasant relations which my association with you in the duties of the department has involved and an abiding sense of gratitude to the members of the staff for the fidelity and efficiency with which they have assisted me in the carrying on of its work. I am, dear Mr. Lemieux,

"Very sincerely yours,

"W. L. MACKENZIE KING."

Deputy Minister of Labour

To the Honourable Rodolphe Lemieux,
K.C., L.L.D., M.P.
Minister of Labour, Ottawa

THE MINISTER'S REPLY.

"OTTAWA, September 23, 1900

"Dear Mr. King:

In acknowledging receipt of the letter announcing your resignation of the position of deputy minister of labour, I cannot but express my deep personal regret at the severance of the intimate relations that have existed between us during the period that I have held the position of Minister of Labour.

"Well knowing, moreover, from my close association with you during the past three years your great capacity in affairs, your varied, and unique experience in matters affecting the great industrial issues of Canada, and the earnest

ess and zeal with which you have worked to promote the welfare especially of the wage-earning classes of Canada, I realize how severe for Canada would be the loss were your separation from the Department to entail a real interruption of your work. I look forward, however, to your finding in the larger arena of public life now opening before you, opportunity for continuing those efforts in the direction of industrial and economic advancement which have already earned for you a distinguished reputation far beyond the bounds of the Dominion.

"I congratulate you on the patriotic and high-minded motives which have prompted you to enter public life. There is no worthier field in which a young man can seek honor and distinction. I am satisfied that your career of usefulness has but commenced, and that our common country will get great good from this bold and original step which you have taken. You have offered an inspiring

and stimulating example to the younger generation of Canadians, manifesting as you have done, a supreme confidence alike in the greatness of the destiny of Canada and in the judgment of the people of Canada.

"Let me in conclusion say how greatly I have appreciated the loyal co-operation and sympathy which I have always received from you in the course of my duties as minister of labour, and how reluctantly I should part with such assistance were it not that your capacities are still to be devoted to the development and upbuilding of the land that holds the warmest affections of us both.

"Believe me, my dear Mr. King,

Yours very sincerely,

(Signed) RODOLPHE LEMIEUX."

- "W. L. Mackenzie King, Esq.,
C.M.G.,
Berlin, Ont."

THE TRADES AND LABOUR CONGRESS OF CANADA—TWENTY-FOURTH ANNUAL CONVENTION.

THE twenty-fourth annual convention of the Trades and Labour Congress of Canada was held in the city of Halifax, N. S., September 21st to 25th. The sessions were held in the Legislative Assembly Chamber. The opening meeting was called to order by Mr. Robert E. Scott, President of the Halifax Trades and Labour Council. The fraternal delegate from the American Federation of Labour, and Mr. J. Keir Hardie, M. P., ex-chairman of the Independent Labour Party of Great Britain, also spoke at the opening proceedings, as did the Hon. Geo. H. Murray, Premier of the Province, and the Mayor of Halifax. The President of the Congress replied to the various addresses.

The report of the Credential Committee showed that every province except one was represented. Nineteen trades and labour councils were represented by thirty-four delegates, and forty-seven trades unions by fifty-seven delegates.

Report of Executive Officers.

The following is a summary of the report of the Executive of the Congress, as read by the Secretary-Treasurer:—

The report opened with a welcome to the delegates to the convention, and referred to the past year as having been one of moment in the history of organized labour, not only in Canada, but in every civilized country. The hope was expressed that the present time will witness the union of all workers to place labour members on the floor of parliament. The Executive referred to the large influx of immigrants during the year, and stated that organized labour should reaffirm its attitude of last year on this important question. Owing to the good results of the work of the representative of the Congress in Great Britain, in reference to placing before the wage-earners the condition of labour in Canada, it was strongly recommended that ways and means be provided to finance the reten-

tion of that officer in England to voice the views of organized labour in Canada on the immigration question. In the interview with the Federal Government, the following subjects were presented for consideration: The appointment of a Minister of Labour; legislation carrying out the recommendations of the Telephone Commission; the passage of a Dominion Workmen's Compensation Act; the wages of letter-carriers; appointment of inspectors of gear on ships and steamers; immigration; the Lemieux Act; technical education; eight hour day law; the granting of Dominion Lands to bona fide settlers; endowment of the Co-operative Societies Act, and the establishment of old age pensions. Careful consideration was promised to all the subjects mentioned. The formation of the Moral and Social Reform Council of Canada was recorded, and it was stated that the Executive had consented to co-operate with the new organization; also that a Church and Labour Conference had been established in Toronto, Ont., and that the District Labour Council the Building Trades Federation, and the various religious demonstrations are represented,

✓ On the question of International Trades unionism, the Executive reaffirmed its position, and urged Canadian delegates to International Conventions to bring the work of the Congress to the attention of their officers, with the view of securing direct affiliation of all Canadian local unions from headquarters. In reference to the eight-hour day, a list of trades enjoying the shorter work day was given, and it was recommended that a measure be prepared by the Executive for submission at the next session of Parliament. After defining the political policy of the Congress, the officers stated that the political organization of the workers must be carried on independent of the work of the Congress, and the desire was expressed to see the workers thoroughly represented in the federal and provincial parliaments. The sending of the vice-president to the American Federation of Labour convention at Norfolk, Va., to confer with International officers, and the trip of the organizer to the United Kingdom in reference to immigration

were recorded. A recommendation was made that the Federal Parliament at the next session be urged to give the Department of Labour the same status as other departments, with a Minister at its head. Owing to the effort of large corporations to destroy the value of fair wage clauses in civic contracts, it was recommended that central labour bodies urge upon municipal councils to either appoint a competent labour man or some reliable civic official to prepare wage schedules, and that all wage changes be reported to the municipal clerks; and also that contractors be compelled to post the wage schedules in conspicuous places on the work, and that access be had to the books of contractors where charges of violation of the fair wage clause are made. Reference to the success of the appeal of the Sheet Metal Workers' Union of Toronto to the Privy Council against the decision of the Canadian courts in the Metallic Roofing Company's case was made. The Congress was urged to take steps to induce the American Federation of Labour to display in Toronto, in 1909, the industrial exhibit to advertise union-made goods, which was shown at the Jamestown Exhibition last year. A statement of the money received in response to the appeal for funds to send a representative to Great Britain in reference to immigration was attached which showed that 222 organizations contributed the sum of \$1,870.68. The expenditure was \$1,542.55, leaving a balance of \$328.13.

Provincial Executive Committees Reports.

Reports were presented from all the provinces, except one, showing the work which had been carried out during the past year. The following is a summary:

British Columbia.—Two interviews were had with the Government when the following subjects were presented: Immigration; eight-hour day on public and subsidized works; free text books; the Factories' Act. While the results had not been all that could be desired, a fair wage clause had been inserted in the agreement between the Government and the G. T. P.

railway. In reference to free text books, the Minister of Education notified the committee on March 20th, 1908, that blank books, copy books, readers and arithmetics would be furnished free to the schools of the province. A Factory Act had also been passed. The Committee stated that Oriental immigration is still an unsolved problem with the working people of the province. Japanese continue to arrive, while a number of Chinese have entered, paying the fee of \$600.00 each. The Hindu tide has been temporarily checked. Congress was urged to again ask for the denunciation of the treaty with Japan, and that an education test similar to that in force in Australia be applied to all Asiatics.

Alberta.—The Committee reported that the money shortage and the influx of homesteaders to the Cities, coupled with large immigration of foreign labourers, had made conditions hard for the labouring classes. The building trades had little work. The Committee has not been able to secure a fair wage clause in the contracts for the new provincial buildings, but negotiations to that end are still in progress. There has been a surplus of labour in the coal mining industry. It was stated that the Industrial Disputes Investigation Act, which had been invoked by the miners in some disputes in Alberta, had not given satisfaction, and the result of an action for \$2,000 damages brought by the United Mine Workers against a company which was held to have broken an agreement which had been secured under the law was given in which the Judge of the Supreme Court held that Section 62 of the Act under which the claim was based would not apply, as the United Mine Workers was an unincorporated body, and therefore could not sue or be sued. At a meeting of the solicitors of the miners' unions in Alberta and British Columbia and officers of District No. 18, United Mine Workers, held subsequent to the rendering of the above decision, it was decided to appeal. A decision was also reached, it was stated, to the stand the miners should take in the future with regard to the Industrial Disputes Investigation Act, if it

is shown that the miners must sue individually in order to obtain damages in cases of a breach of contract. The formation of an Independent Labour Party last December was noted, and reference made to the passage by the legislature of a miners' eight-hour law, and a Workmen's Compensation Act, as well as amendments to the Mechanics' Lien Act, the Steam Boiler Act and the Coal Mines Act. The lines of the Bell Telephone Company have been taken over by the Provincial Government, and the wires are being extended. The question of immigration was referred to, and the statement made that all labour parties in the province are in favour of the abrogation of the treaty with Japan.

Saskatchewan.—The Committee reported having interviewed the Provincial Government with regard to ice-cutting by prisoners from the Regina jail, also in reference to a fair wage clause in Government contracts, a Workmen's Compensation Act, and a Factory Act, with the result that the prison labour had been discontinued, and that the Premier had announced that a fair-wage clause would henceforth be included in government contracts. The Workmen's Compensation Act and Factory Act have not been passed, but will be presented next session. The request for the appointment of a fair-wage officer was recorded, as was also the fact that free text books are to be supplied in the public schools. The work of the Regina branch of the Canadian Labour Party was referred to, as well as the formation of several new labour unions.

Manitoba.—The Committee reported that organized labour did not show much progress, owing mainly to the financial stringency. An amendment had been secured to the Mechanics' Lien Act, whereby actions for all amounts under \$4.00 will be tried in the county courts, instead of as heretofore in the Court of King's Bench. The verdict of \$2,000 and costs in the injunction suit entered against the Plumbers' Union of Winnipeg was recorded, and the statement made that the verdict will be appealed against. The Minister of Labour has been petitioned to appoint a fair wage officer for

the province. The Committee was of opinion that a clause should be added to fair wage schedules making null and void any agreement by employees contracting themselves out of the schedule rates, and also that a penalty clause be provided in both Federal and Provincial contracts against contractors who fraudulently persist in not paying the scheduled rates of pay. A branch of the Canadian Labour Party has been organized at Brandon as well as a federal labour union, while two similar organizations have been formed in Winnipeg.

Ontario.—The Committee reported having waited on the Provincial Government on March 4th, 1908, and presented the following matters for consideration; street railway legislation; telephone legislation; fair wages on public contracts; prison labour; Bureau of Labour; immigration; eight-hour day for miners; and the employment of private detective agencies.

Quebec.—The Committee stated that the past year had been marked by a series of strikes and lock-outs, and by a financial and commercial crisis. The cigar-making, shoe-making and building trades were the ones more particularly affected. The work of organization has been continued in Montreal, and the Federated Trades and Labour Council in that city is in a more flourishing condition than ever. Elsewhere in the province, the International Trades Union movement was inactive, and the request was made for an organizer speaking both French and English. The defeat of the Independent Labour Party candidate in the recent provincial elections in one of the Montreal constituencies was recorded. The Committee waited on the Provincial Cabinet and presented resolutions bearing on the following subjects: Inspection of scaffolding; grants of public lands; eight-hour day; additional factory inspectors; private detective agencies and the carrying of firearms; fair wage clauses in government contracts; prohibition of the system of fines by employers; uniformity of school books; abolition of voters' qualifications in municipal elections. In reference to the first request (inspection of scaffold-

ing) a law had been passed by the Legislature. The loss of actions under the Alien Labour Act were recorded, and it was recommended that the Solicitor General be petitioned to amend the law where it is deficient. The Committee thanked the representative of Congress to the United Kingdom for keeping them informed in reference to his work on immigration matters.

New Brunswick.—The Committee reported that organized labour was not in good condition in the city of St. John and were of the opinion that if some of the International Unions were to place one or more successful organizers in St. John, for a few months, it would be the means of thoroughly organizing the workers in that City.

Nova Scotia.—The Committee reported having waited on the Provincial Government and asked for the enforcement of the Factory Act and the appointment of an inspector. The request was complied with. An effort had been made to have a Workmen's Compensation Act passed, but without success. Reference was made to the appointment by the Legislature of a commission to enquire into and report on the economic effect of a limit to a working day for workmen employed in the various industries of the province. During the 1908 session the Colliery Workers' Provident Society and Old Age Pension Board Act was adopted by the Provincial Parliament. On the question of technical education, it was stated that steps had been taken to erect and equip a building to be known as the Nova Scotia Technical College, at a cost not to exceed \$100,000, also that local technical schools had been established during the past winter with gratifying results. Reference was made to the referendum vote of the Provincial Workmen's Association, which resulted in a majority of votes being cast in favour of affiliation with the United Mine Workers of America. Unions of butcher workmen and station clerks were organized in Halifax. An increase of pay had been granted to the painters of Halifax, while the request of the bricklayers for an eight-hour day had been refused, resulting in a strike, which had not yet been settled.

Independent political action had been decided upon, and as a result, the Halifax Labour Club was formed.

Report of Fraternal Delegate to the American Federation of Labour.

Mr. W. R. Trotter, fraternal delegate to the 27th annual convention of the American Federation of Labour, held in Norfolk, Va., in November, 1907, submitted a brief report of the proceedings, from which it was learned that the membership of the Federation in 1907 was 538,970.

Report of Parliamentary Solicitor.

Mr. John G. O'Donoghue, parliamentary solicitor, furnished a report on the following matters, which had been before the last session of the Dominion Parliament, and which were of particular interest to organized workers: Public ownership; the Co-operative Bill; Convict labour; the Election Act; the Tobacco Act; the Senate; Old Age Pensions; Government Annuities; Technical Education; Intercolonial Railway Employees; Eight-hour Bill; Eight-hour Day for Railway telegraphers; Union Label Bill; the Insurance Act; the Railway Act; Letter carriers; Montreal Post-office; Masons at Quebec; Alien Labour Act; Immigration; Fair Wages. All the above reports were referred to a Committee, which recommended concurrence.

Report of Secretary Treasurer.

The Secretary-Treasurer, Mr. P. M. Rapier, presented a statement of receipts and disbursements during the past year, together with other data relative to the business of the Congress. The revenue from per capita tax showed an increase of \$2,151.74, while the increase in membership was 7,731, making a total membership of 40,728 directly affiliated, representing 628 trade unions.

The following table shows the receipts and disbursements for the year 1907-8:—

Balance on hand, September 20th, 1907.....	\$ 904.53
Receipts from per capita tax, charters and supplies.....	7,151.91
American Federation of Labour, grant for legislative purposes.....	500.00
Brewery Workmen's International Union, grant for organization work.....	200.00
Hotel and restaurant employees, International Alliance and Bartenders' International League of America, for legislative purposes.....	100.00
Advertisement.....	50.00
Total receipts from all sources.....	\$8,906.44
Total expenditure.....	7,442.09
Balance in bank.....	\$1,464.35

The following summary of the receipts and disbursements for the past ten years was submitted:—

Year.	Receipts.	Expenditure.	Balance.
1899.....	\$ 611.71	\$ 547.95	\$ 63.76
1900.....	828.45	618.79	209.66
1901.....	1,009.88	908.00	101.88
1902.....	2,342.41	1,795.57	546.84
1903.....	3,858.34	3,366.38	494.96
1904.....	3,747.96	3,346.29	401.67
1905.....	4,700.29	4,001.36	698.93
1906.....	5,747.40	3,970.08	1,774.62
1907.....	7,474.79	6,570.26	904.53
1908.....	8,906.44	7,422.09	1,464.35

The following tables show the receipts from per capita tax, charters and supplies, according to provinces; as well as the revenue received direct from International headquarters, with the number of unions affiliated, together with the membership:—

	No. of Unions	Membership.	Amount.
Ontario.....	82	5,974	\$1,124.84
Quebec.....	19	3,196	474.61
Manitoba.....	26	3,764	701.25
British Columbia, Alberta and Saskatchewan.....	66	5,586	1,087.09
New Brunswick and Nova Scotia.....	18	1,077	185.67
	211	19,597	\$3,573.45

STATEMENT OF REVENUE RECEIVED DIRECT FROM INTERNATIONAL.

Name of International Union paying.	No. Unions	No. members	Amount.
Bakery and Confectionery Workers Int. Union....	8	250	\$45.00
Brewery Workmen's Int. Union.....	8	480	86.40

Int. Asso. of Bridge and Structural Iron Workers	10	400	72.00
Int. Bro. of Bookbinders	7	250	45.00
United Bro. of Carpenters and Joiners of Amer...	73	5,625	1,012.50
Coopers Int. Union.....	1	17	3.06
Bro. of Electrical Workers of America.....	17	450	81.00
Int. Union of Elevator Constructors.....	2	40	7.20
Glass Bottle Blowers Asso of U. S. and Canada...	3	225	40.50
United Bro. of Leather Workers on H.G.....	8	156	28.08
Int. Asso. of Machinists...	29	2,608	253.89
Int. Bro. of Maintenance of Way Employees...	92	2,083	296.79
Metal Polishers, Buffers, Platers & Brass Workers Int. Union.....	8	415	74.70
Iron Moulders Union of N.A.....	29	2,782	500.76
Pattern Makers League of N. A.....	5	263	47.25
Plumbers, Gas-Fitters, Steam-Fitters & Steam-Fitters' Helpers of U.S. & Canada.....	25	928	167.04
National Bro. of Operative Potters.....	1	65	11.70
Printing, Pressmen and Assistants Union of N.A.	6	617	111.06
Quarryworkers' Int. Union of N.A.....	5	100	18.00
Stove Mounters, Steel Range Workers' Int. Union.....	4	78	14.00
Tailors' Union of Amer.	41	1,000	180.00
Int. Typographical Union	35	2,298	482.48
	417	21,131	3,578.45

The number of International Unions paying per capita tax on their Canadian membership had increased from 11 to 22, or double the number of last year.

In addition to the above trade union affiliations, the following 46 trade and labour councils, representing approximately 150,000 wage earners, hold charters from the Congress: Berlin, Brantford, Brockville, Collingwood, Chatham, Fort William, Galt, Guelph, Hamilton, Kingston, London, Midland, Niagara Falls, Ottawa, Peterboro, Port Arthur, Stratford, Sarnia, St. Catharines, Toronto, Windsor, Woodstock, Wallaceburg, in the Province of Ontario; Montreal, Grand Mere, St. Jean, Quebec and Levis, in the Province of Quebec; St. John and Moncton, in the Province of Nova Scotia; Winnipeg and Brandon, in the Province of Manitoba; Regina and Moose Jaw, in the Province of Saskatchewan; Calgary, Edmonton, Lethbridge and Medicine Hat, in the Province

of Alberta; Victoria, Vancouver, Fernie, New Westminster, Revelstoke, Cranbrook and Nelson, in the Province of British Columbia.

Report of Ways and Means [Committee]

The following recommendations of the Ways and Means Committee were adopted: That \$600.00 be paid to the Secretary-Treasurer for his services during the past year; \$350.00 to the fraternal delegate to the American Federation of Labour; \$200.00 towards expenses of Parliamentary Solicitor for attending convention, and that the hotel expenses of the fraternal delegate from the American Federation of Labour be paid. No change was made in the rate of per capita tax.

Immigration.

The report of the British representative on misrepresentations to intending emigrants from the British Isles to Canada was presented to the Congress on the afternoon of the first day's session. Col. D. C. Lamb, head of the Salvation Army's Immigration Department in London, England, and Colonel Thos. Howell, the officer in charge of immigration in Canada, who made application to the Executive to be allowed to address the Congress on the Army's immigration work, were present during the reading of the report. Mr. Trotter gave an account of his itinerary covering a period of about six months, and also the work of the several emigration agencies and societies, together with copies of letters which appeared in the British press in connection with his mission and his replies thereto, as well as other matters which had come under his notice in connection with immigration to Canada from the British Isles. The issuance of new immigration regulations by the Canadian Government was recorded, and it was also stated that the decrease in immigration into Canada for the five months of the present calendar year was 51,294.

Colonel Lamb and Colonel Howell of the Salvation Army, were heard in

reference to the immigration work of that body, and it was suggested that the Congress have a committee to confer with the Salvation Army on the question of immigration.

On Wednesday, September 23rd, the following telegram was received from Colonel Howell:—

"The Army has decided to discontinue chartered ships for next year. We will also exercise greatest care, and be governed by conditions here. Hope and believe much good will result from Monday's conference."

The Special Committee on Immigration submitted the following resolution which was carried:—

"Whereas, the position taken by the organized workers of Canada on the immigration question is endorsed by the people and Government of Great Britain, as appears from the report on immigration from the Orient by W. L. Mackenzie King in the following words (referring to the feeling in Great Britain on the subject): 'That Canada should desire to restrict immigration from the Orient is regarded as natural, that Canada should remain a white men's country is believed to be not only desirable for economic and social reasons, but highly necessary on political and national grounds. With this general view is also held the particular one that in matters which so vitally affect her own welfare, Canada is the best judge of the course to be adopted and that as a self-governing Dominion she cannot be expected to refrain from enacting such measures in the way of restriction as in the discretion of her people are deemed most expedient. As a corollary to this right of self-government is the understanding that British International Alliance, and British connection, place no restrictions on the right of the Dominion to legislate as may be most desirable in matters affecting immigration.' Therefore, be it resolved, that this Congress in convention assembled re-affirm its attitude on immigration as expressed at Victoria, B.C., in September, 1906."

The Congress decided to ask for a ten cent per capita contribution from local unions to enable the Executive officers to again send a representative to Great Britain to prevent misrepresentation regarding labour conditions in Canada.

Organization work.

Organizer W. R. Trotter presented a report of his four months' work in the eastern provinces, during which time he visited the more important points. He secured a number of affiliations and organized several unions, and also revived some of the trades and labour councils which had been dormant, as well as performing other duties incidental to organization.

R. P. Pettypiece, who was working in the western provinces, gave an account of his visit to the Canadian Society of Equity at the request of the Executive. The affiliation of District No. 18 of the United Mine Workers of America had been secured. Several places had been visited during his five weeks' work in the interests of the Congress, and the results of the work accomplished were reported. It was stated that a candidate of the Independent Labour Party would be placed in every constituency from Port Arthur to Vancouver.

The reports were discussed at length, as was also the methods of organization. The needs of continuous and thorough organization work in all parts of the Dominion were pointed out, after which the reports were adopted.

The Vice-President of the Congress presented a report, which was approved, of his conference with the Executive Council of the American Federation of Labour in reference to an improvement in the organizing work in Canada, and his endeavour to enlist the support of the officers of International Unions in the movement inaugurated by the Executive to secure the affiliation of the Canadian membership with the Congress direct from International headquarters. A request of the president of the A. F. of L. that the Congress make a recommendation as to the best means of carrying out the work was presented.

Constitution Amended.

It was decided to amend paragraph No. 9 (Exclusion of Chinese) of the Platform of Principles, so as to read "Exclusion of all Asiatics."

It was also resolved to add the following clause to Article II (Representation): Sec. 1. "The President, Vice-President and Secretary-Treasurer shall be entitled to attend the annual convention with full privileges of delegates until such time as their successors are appointed, and the convention has concluded its business."

Fraternal Agreements.

Mr. Hugh Frayne, of Scranton, Pa., fraternal delegate from the American Federation of Labour, extended fraternal greetings from that organization, and gave an exhaustive account of the work being done in the United States for the benefit of the wage-earners of that country.

Moral and Social Reform.

Rev. J. G. Shearer, secretary of the Moral and Social Reform Department of the Presbyterian Church, was present at a session of the Congress, and gave an account of the work of the Department in moral and reform work, and the subjects to be dealt with by the Church and Labour Congresses in the various localities. He pointed out the importance of the Congress being in touch with the Moral and Social Reform Council.

Canadian Pacific Strike.

A special committee which was appointed in reference to the strike of the mechanics of the Canadian Pacific Railway Company reported that they had sent the following telegram to the Rt. Hon. Sir Wilfrid Laurier, Prime Minister of Canada:—

"The Trades and Labour Congress of Canada in convention assembled cannot but view with extreme regret the continuance of the struggle between the Canadian Pacific Railway and its employees, resulting, as it has already done, in great loss to the whole people, and threatening if continued to administer such a check to the progress of Canada as it will take years to recover from. It is already apparent that if the parties are not brought together at once, we shall have a repetition of the coal famine in the West, as the domestic coal mines are already shutting down because of the lack of cars, and the result will be dire calamity to the people of the West in this particular regard. The grain growers are facing a blockade, and the cattlemen are also affected. On all grounds, therefore, and without reference to the merits or demerits of the dispute the Congress prompted by the best wishes for the interests of our country, requests that you as the custodian of Canadian welfare, intervene to endeavour to settle the dispute and we refer to the action of President Roosevelt in connection with the Pennsylvania coal strike as furnishing a happy precedent. The Congress will be very glad to render all assistance possible. Without desiring to hamper you in any way, we respectfully suggest that, perhaps, the appointment of Prof. Adam Shortt, Hon. Wallace Nesbitt, K.C., and J. G. O'Donoghue, three men who have been eminently successful in settling similar disputes, and who have, it is believed, the confidence of the men and the company to act in a friendly way for a peaceful settlement might be of some avail. We request a reply."

The reply of Sir Wilfrid Laurier was as follows:—

"For all reasons stated in your telegram and others also, not therein mentioned, I agree with you that the strike of the C.P.R. employees is most deplorable, that it may lead to very serious consequences to the community, and must be most injurious to the men and to the company."

"I would point out in regard to the suggestion that I follow the course adopted by President Roosevelt in the coal strike, that through legislation enacted by parliament some eighteen months ago, this step has already been taken. President Roosevelt, by consent of the parties secured an investigation of matters in dispute, by a tribunal on which both sides and the public were represented. In the present dispute the parties, irrespective of their wishes, have been obliged to submit the differences between them to a board which has made a full inquiry."

"As to the suggestion that the parties be compelled to refer the dispute to a second board, the personnel of which has been named by the congress, and asked to abide by the award, I would point out that there is no legislation which gives me power to compel such reference. Any action which can now be taken must be by mutual consent of the parties."

"I am, therefore, to-day forwarding a copy of your telegram to the representatives of the parties, and on receipt of their replies will take such further action as is possible in the circumstances."

The committee recommended, and it was concurred in, that the answer of Sir Wilfrid Laurier be filed, and that a similar request be wired to Mr. R. L. Borden leader of the opposition. A message was accordingly dispatched to Mr. Borden, whose reply had not been received at the close of the proceedings of the Congress.*

The Congress adopted a resolution asking for moral and financial assistance to the men on strike on the Canadian Pacific Railway.

Recommendation to Electors.

By special permission, a resolution was introduced recommending the support of candidates representing the political action and views outlined by the Congress at Victoria and Winnipeg, and endorsed at Halifax at a previous session of the Congress. During the discussion of the resolution, Mr. J. Keir Hardie, M. P., was given the privilege of the floor. Mr. Keir

* Mr. P. M. Draper received the following reply from Mr. Borden shortly after the close of the proceedings of the Congress:—"P. M. Draper, Secretary Trades and Labour Congress: The labouring men of Canada are entitled to not only my sympathy, but my active co-operation in any matter affecting their welfare. I have already made efforts along the line and form suggested in your telegram, and shall continue them. (Signed) R. L. BORDEN."

Hardie gave an account of his work among the miners and his connection with the Labour Party in Great Britain, referring to the alliance between the Socialists and Labour Party in Great Britain. After an appeal against the matter being pressed, the mover asked leave to withdraw the resolution.

Minister of Labour.

The Congress renewed its demand for the establishment of a separate portfolio for the Minister of Labour by passing the following resolution:—

"That this Congress records its appreciation of the valuable services rendered to the workmen of Canada by the Dominion Department of Labour since the establishment of the Department in 1900. The Congress believes that the continuous growth and expansion in the Department's work during the seven years of its existence is an evidence of the increasing importance of this branch of the administration. Whilst recognizing the able manner in which the present Minister of Labour and his predecessors have discharged the duties of their office as Minister of the Department, the Congress believes that the scope of the Department's work and its efficiency and usefulness would be greatly increased were a Minister of Labour appointed who would give undivided attention to the work of the Department. In the interest of the country as a whole, no less than of its working classes this Congress would recommend that the Dominion Government add to the present portfolios that of a Minister of Labour who shall be assigned control of the Department of Labour as a separate and distinct branch of the administration."

The Industrial Disputes Investigation Act.

The following resolution was submitted and referred to a committee:—

"That whereas the working of the Industrial Disputes' Investigation Act as at present constituted is detrimental to labour as a whole, we therefore demand its immediate repeal."

The resolution was referred back to Congress without any recommendation. When a motion was made to concur in the demand, it was moved in amendment:

"That while this Congress upholds the principles of the Industrial Disputes' Investigation Act, it confesses its shortcomings and requests the executive council, along with the solicitor, to amend, repeal and extend the provisions of the law, along the lines expressed by the delegates to this Congress, and then submit it to the various organizations in affiliation."

A discussion took place on the advisability of asking for repeal of the law, some twenty delegates taking part in the debate, after which the following motion in amendment to the amendment was submitted:—

"That the trades immediately affected by the Industrial Disputes' Investigation Act be requested to submit to the Executive Council of the Congress the necessary amendments to make the bill effective from the working class stand-point and that the Executive Council be instructed to obtain these amendments to the Act and that in the event of the Government refusing to grant these amendments a referendum on the advisability of repealing the Act be submitted to the Trades affected by the Act and that the Congress pledge itself to abide by the vote."

The first amendment was then withdrawn, and upon the question being called, it was decided to ask for certain changes in the Act. Only nine delegates voted against the suggestion.

Enforcement of Fair Wage Clauses.

The following resolution in reference to fair wage clauses in Government contracts was submitted and approved of:—

"That the executive of the Congress be instructed to make representations to the Dominion Government with the view to having the Government make such provision as will ensure the strict enforcement of the fair wage schedule in every contract; and further that the executive be instructed to make every effort to have a clause inserted in the fair wage schedule making null and void any contract made by employees contracting themselves out of the schedule rate, and also that a penalty clause be provided against contractors for every instance in which they violate the provisions of the fair wage clause; and further, that the executive be instructed to give every assistance possible to the Manitoba executive in their efforts to have a fair wage officer appointed who will reside in the West."

It was also decided to seek for legislation that will compel contractors who have violated fair wage clauses in the contracts to pay their employees the arrears due them inside of twenty-four hours after their claims have been investigated and allowed.

Miscellaneous Resolutions.

The following resolutions of a miscellaneous character were also presented and favourably considered:—

"Instructing the executive of the Congress to immediately call the attention of the Postmaster-General and the Government to the case of the letter carriers whereby an immediate increase in salary in keeping with present conditions may be granted them."

"That this convention instruct the several provincial executives to recommend to their respective governments that sufficient land be reserved in every province for the purpose of providing free school books, and that no portions of the land so reserved be sold or alienated but be held in perpetuity as public property."

"That this convention instruct the executive council to urge the Government to appoint only persons endorsed by central labour bodies, where such exist, or

labour organizations, in the respective localities, as correspondents to the *Labour Gazette*, and that the reports of such correspondents be published exactly as they are submitted to the Department without change."

"In favour of an organizer in the country between Montreal and Halifax."

"That the Trades and Labour Congress of Canada in convention assembled insist upon the Government of Canada establishing an old age pension fund."

"Endorsing the action of Toronto District Labour Council in inviting the American Federation of Labour to hold their 1909, convention in Toronto."

"That the executive for Quebec be instructed to start an agitation all over the province by a series of public meetings so as to force the provincial government to grant free education."

"In favour of the appointment of competent inspectors at all maritime ports of Canada to inspect all gear, tackle, etc., used in the process of loading and discharging of vessels in all parts of Canada."

"In favour of recommending that organized labour extend to plumbers, Gas and Steam-Fitters' Union, No. 62, of Winnipeg, all the moral and financial aid possible in the fight against a judgment recently given against the union."

"In favour of abolition of \$200 deposit by candidates for election to the House of Commons."

"Endorsing the blue labels of the International Cigar-makers' Union."

"That the Alien Labour Act be amended so as to make it obligatory on the part of the Department of Labour to get evidence and prosecute upon information being laid, and also that a clause be inserted in the Act to prohibit the employment of aliens pending an appeal."

"In favour of the International Typographical Union label."

"Asking that reports to Congress be printed in French as well as English."

"Endorsing the action of the Marine Engineers' Union of Toronto in the endeavour to secure legislation from the Dominion Government to compel all marine engineers coming from the British Isles to be examined and take out Canadian certificates."

"That all car inspectors on railroads be compelled to pass a government examination in order that they may be qualified for such an important position."

"Against the action of the Senate in opposing co-operative societies, and requesting that the Dominion Government incorporate in the laws the inalienable right of our people to so combine."

"That Congress demand that friendly, fraternal, insurance, loan and other associations be compelled to deposit detailed balance sheets of income and expenditure and assets every year with an official of the Government of the day, and that when the expenditure in management is excessive and assets available are insufficient to cover all risks that such organization be wound up or re-organized."

"In favour of Independent labour candidates and pledging the support of railway employees to such where they are placed in nomination."

Officers for 1908-09.

The election of officers resulted as follows:—

President—Alphonse Verville, *Montreal, Que.*

Vice-President—Jas. C. Simpson, *Toronto, Ont.*

Secretary-Treasurer—P. M. Draper, *Ottawa, Ont.*

PROVINCIAL VICE-PRESIDENTS AND EXECUTIVE COMMITTEES.

British Columbia:

Vice-President—R. P. Pettypiece, *Vancouver, B. C.*

Committee—

W. H. Gibson, *Victoria, B. C.*

R. A. Stoney, *New Westminster, B. C.*

C. Sivertz, *Victoria, B. C.*

Alberta:

Vice-President—F. H. Sherman, *Taber, Alta.*

Committee—

Geo. Howell, *Calgary, Alta.*

Thos. E. James, *Edmonton, Alta.*

John Harrison, *Calgary, Alta.*

Saskatchewan:

Vice-President—Hugh Peat, *Regina, Sask.*

Committee to be appointed by Executive.

Manitoba:

Vice-President—W. J. Bartlett, *Winnipeg, Man.*

Committee—

W. N. Goodwin, *Winnipeg, Man.*

W. H. McKinnon, *Winnipeg, Man.*

T. F. Robins, *Winnipeg, Man.*

Ontario:

Vice-President—John Barnett, *Toronto, Ont.*

Committee—

Eugene Cadieux, *Ottawa, Ont.*

C. C. Hahn, *Berlin, Ont.*

F. Bancroft, *Toronto, Ont.*

Quebec:

Vice-President—Gustave Francq, *Montreal, Que.*

Committee—

L. Beuloin, *Montreal, Que.*

C. Proulx, *Montreal, Que.*

T. Fisher, *Montreal, Que.*

New Brunswick:

Vice-President—C. W. Bleakney, *Moncton, N. B.*

Committee—

M. J. Kelly, *St. John, N. B.*

E. J. Neve, *St. John, N. B.*

F. C. Gardner, *Moncton, N. B.*

THE NATIONAL TRADES AND LABOUR CONGRESS OF CANADA.—SIXTH ANNUAL CONVENTION.

THE sixth annual meeting of the National Trades and Labour Congress of Canada convened at Quebec, Que., on Tuesday, September 15th.

Addresses of welcome were presented by His Worship Sir George Garneau, the Mayor of Quebec, in the City Council chamber. The President of the Congress, Mr. G. Marois, the President of the local Central Trades Council, Mr. F. Larroche, and Mr. Pepper, of Ottawa, thanked the Mayor for his remarks. The deputation then proceeded to the Parliament Buildings, where the Honourable L. A. Taschereau, Minister of Public Works and Labour for Quebec, welcomed the delegates, and placed the Private Bills Committee rooms at the disposal of the Congress for its convention. A special reception was also given to the Congress by Sir A. P. Pelletier, the Lieutenant-Governor of Quebec.

At the opening of the Congress, the President announced the appointment of committees as follows: On Credentials, on Resolutions, on President's Address, on Rules and Order, on the Executive Committee's Report, on Audit, on Ways and Means, and on Thanks. A special committee was also appointed to revise the Constitution of the Congress, and report not later than Friday, 18th inst., at 11 a. m.

Unions Represented.

On recommendation of the Committee on Credentials, the following Unions were allowed to be represented by delegates:—

Union Nationale Locale Mixte No. 54 des ouvriers en bois de St. Romuald—2 delegates.

Association Fenille d'Erable de Quebec—1 delegate.

Union Nationale Secourable et Protectrice des Journaliers de Quebec—2 delegates.

Union Nationale de Propagande No. 28 de Montreal—1 delegate.

Union Nationale des Boulangers de Quebec—1 delegate

Union Nationale No. 8 des Tanneurs, corroyeurs et Mégissiers de Quebec—1 delegate.

National Union, No. 2 of Longshoremen of Lévis and district—1 delegate.

National Central Trades and Labour Council of Montreal—3 delegates.

National Union of Plasterers of Montreal—1 delegate
Conseil Central National des Métiers et du Travail de Quebec—3 delegates.

Union Nationale, No. 60 des Carriers de Terrebonne—1 delegate.

Union Nationale des Marchands de fruits de Montreal—1 delegate.

Union Nationale des Briqueteurs, Platriers et Maçons de Quebec—2 delegates.

Fraternité Nationale des Cordonniers Machinistes de Quebec—6 delegates.

National Union, No. 3 of Carpenters and Joiners of Quebec—1 delegate.

National Union of Tinsmiths, Roofers, Plumber and Steamfitters of Quebec—1 delegate.

Union Nationale des Peintres de Quebec—1 delegate.

National Typographical Union, No. 1 of Ottawa—2 delegates.

Union Nationale des Employés de Brasseries de Quebec—2 delegates.

National Union of Civic Employees of Montreal—1 delegate.

Canadian Federation of Shovelers, No. 1 of Montreal—1 delegate.

National Union of Longshoremen of Quebec and district—4 delegates.

National Union of Carpenters and Joiners of Ottawa—1 delegate.

Canadian Granite Cutter's Union of Toronto—1 delegate.

Union Nationale Protectrice des Cordonniers Monteurs de Quebec—4 delegates.

Fédération Canadienne, No. 1 des Cordonniers, du Canada de Montreal—1 delegate.

Union Nationale des Charpentiers, Menuisiers et Calfats de Montreal—1 delegate.

Fédération Canadienne des Cordonniers Local No. 2, de Montreal—2 delegates.

Plasterer's National Union, No. 13 of Ottawa—1 delegate.

National Union of Bricklayers of Ottawa—1 delegate.

National Union of Painters and Paper Hangers, No. 2 of Ottawa—1 delegate.

Union Nationale des Charroyeurs de charbon de Quebec—1 delegate.

National Trades and Labour Council of Ottawa—3 delegates.

Fédération Canadienne des Cordonniers de Montreal—1 delegate.

Fédération des Tonnelliers du Canada de Montreal—2 delegates.

Fédération des Ouvriers Textile du Canada de Montreal—3 delegates.

The Committee on Credentials recommended that the delegates from the last mentioned organization be admitted, providing that the organization agree to take out a charter of affiliation and pay six months' per capita tax.

Credentials were also accepted from the National Union of Musicians No. 66, of Victoria, B. C., and from the National Union of Sussex, N. B.; but these two associations signified their inability of sending delegates to the present convention.

President's Address.

In the annual address of the President, reference was made to the progress of the Congress since its foundation at Berlin, Ont., in 1902. The Congress, he stated, has spread from the Atlantic to the Pacific coast. Reference was also made to the work of preceding conventions in securing reforms affecting the condition of labour. In connection with the measures to be submitted to the Congress, special emphasis was laid upon the suggestion that a permanent organizer be appointed to give his whole time to the forming of new societies. The object of the Congress was stated to be the grouping under its standard of all Canadian workmen.

Report of the Executive Committee.

The Executive Committee of the Congress referred, in its annual report, to its interview during April, 1908, with the Right Honourable the Prime Minister of Canada, Sir Wilfrid Laurier, and the Honourable the Minister of Labour, Mr. Rodolphe Lemieux, at which a number of resolutions passed at the 1907 convention of the Congress were presented. The resolutions dealt with the following subjects: Old age pensions, encouragement of shipbuilding, tariff on vehicles, per capita tax on Orientals, the deep sea quay at Levis, Que., the Quebec dry dock, conditions in the shoe manufacturing industry, the establishment of a separate Department of Labour, and the amendment of the Alien Labour Act. A resumé of the reply of the Minister of Labour to the deputation was given.* The Executive expressed itself as satisfied with the interview.

With reference to the Industrial Disputes Investigation Act, the following statement was made: "No legislative enactment since Confederation has had so immediate and far-reaching an influence upon organized labour in Canada as the Industrial Disputes Investigation Act of 1907, known as the Lemieux Law. From the official reports of investigations

of disputes under the Act, from its enactment March 22, 1907, to the present time, the majority of the unions involved have expressed satisfaction with the award, and as a result, the principle of compromise, so powerful a factor in society as it is constituted to-day, has been recognized, the duration of strikes has been reduced, large strike funds have become less important as a fighting weapon, and outside interference has not only become unnecessary, but even a cause of loss of public sympathy."

The committee earnestly recommended the appointment of an officer to devote the whole of his time to the work of building up Canadian labour unions throughout Canada.

Reference was made to the establishment by the Canadian Granite Cutters' Union of Toronto, Ont., of a journal, which, though primarily devoted to the interests of granite cutters, also publishes general news in the interests of other Canadian unions.

The Executive issued the National union label to shoe factories during the year, and the Congress was asked to encourage the use of the label.

The title, "The Canadian Federation of Labour" was recommended as more suitable than the present title of the Congress. A committee to deal with the suggestion in conjunction with the Committees of Organization, the Permanent Secretary and the Constitution, was advised.

Report of the Executive Committee of the Province of Quebec.

The Executive Committee of the Province of Quebec reported a year of progress in the city of Montreal and elsewhere. No serious difficulties between employers and employees occurred. The Congress, it was stated, had received increased and more favourable publicity through the public press. Reference was made to the deputations which interviewed the Dominion government, and the Labour Accidents Commission of the Province of Quebec. Referring to particular unions, the progress of the Leather Cutters' Union of Montreal, the

* See the *Labour Gazette* for May, 1908, page 1349.

Quarrymen's National Federation of Terrebonne, Que., and others, were dealt with. The kindly relations existing between the Congress and the Canadian Federation of Textile Workers was also referred to.

Report of the Executive of the Province of Ontario.

The Ontario Executive Committee reported progress, not only in the Province of Ontario, but in western Canada. Since the last convention, the National Trades and Labour Council of Ottawa was brought into existence chiefly through the assistance of the Canadian Typographical Union No. 1. The council was the means of forming a National Union of Bakers and Confectioners, a National Union of Bricklayers and a National Union of Plasterers, all in the city of Ottawa. A Union of Musicians in the city of Victoria, B. C., was also formed. While the Canadian Typographical Union is not at present directly affiliated with the Congress by charter, it took advantage of section 1, article 2 of the Constitution to be directly represented at the convention by two delegates. Reference was also made by the committee to the negotiations conducted with the Granite Cutters' Union whereby an organization which has unions from Beebe Plain, Que., to the city of Toronto, Ont., was affiliated with the Congress. The committee strongly recommended the appointment of a regular organizer.

Correspondence between the Congress and the Provincial Workmen's Association.

A correspondence which was held during the past year between the Congress and the Provincial Workmen's Association of Nova Scotia was presented to the convention and endorsed unanimously. The correspondence set forth the invitation extended by the Congress to the Provincial Workmen's Association to affiliate, and reviewed in detail the objects and prospects of the Congress. In reply, the Grand Master Workman of the Provincial Workmen's Association

expressed his commendation of the proposal, and undertook to advocate the affiliation of the Association with the Congress.

The following resolution in connection with this correspondence was adopted:—

"That instructions be given to the President and Secretary to convey to the Provincial Workmen's Association, now in session at Halifax, N. S., the fraternal greetings of our National Congress, and that therein be expressed the hope that they will remain firm in their resolve to retain the national character of their organizations, and that the time is not far off when the Provincial Workmen's Association and the Congress will be amalgamated.

Report of Treasurer.

Receipts and expenses during the year were reported as follows, and found correct by the auditors.

Receipts:

Balance on hand from last year.....	\$162.22
Per Capita tax.....	666.04
Charters issued.....	90.00
Constitutions.....	2.50
Forms of applications.....	.50
Special contributions.....	12.00
Organization fund.....	3.75
Total.....	\$937.01

Expenses:

Salary to Secretary-Treasurer.....	\$180.00
" Assistant Secretary-Treasurer.....	10.00
Organization.....	111.65
Delegations.....	80.00
Printing—paper I. F.....	129.05
Seals.....	16.58
Badges.....	64.94
Postal.....	27.10
Cut for Congress.....	4.50
Expenses of Executive.....	18.35
Granite Cutters' Journal.....	21.22
Total.....	\$663.39

Surplus on hand.....\$273.62

Unions Formed and Affiliated.

The following National organizations were reported as having been formed during the year:—

- Amalgamated Union, No. 64 at Sussex, N.B.
- National Union of Musicians, No. 66 at Victoria, B.C.
- National Union of Musicians, No. 69 at Vancouver, B.C.
- National Union of Fruit Vendors, No. 70 at Montreal, Que.
- National Union of Bakers, No. 68, at Ottawa, Ont.
- National Union of Bricklayers, No. 71, at Ottawa, Ont.

National Trades and Labour Council at Ottawa, Ont.
National Union of Granite Cutters at Toronto, Ont.

The following Unions were affiliated during the year:—

National Union of Plasterers, No. 73, at Ottawa, Ont.
Canadian Typographical Union, No. 1, at Ottawa, Ont.
National Union of Musicians, No. 72, at Winnipeg, Man.
Federation of Textile Workers of Canada at Montreal, Que.

Amendments to the Constitution.

The following amendments to the Constitution were recommended by the Committee on Rules and Order, and adopted by the Congress:—

Article 1, Section 1. Name and Object.—The name of this organization shall be in future The Canadian Federation of Labour.

Section 2. Its purpose shall be to organize the working classes of the Dominion of Canada into National Trades Unions, which shall be known and designated as Canadian Federal Unions, with the branch of their trade designated.

Article 2, Section 1. Convention Meetings—The Federation shall meet annually at such time and place as shall be agreed upon at each session, provided that it shall be in the power of the Federation at any session to decide by majority vote not to meet for two years.

Section 2. Canadian Federal Local Unions shall be represented at said convention by accredited delegates in the ratio of one delegate for each one hundred members or under, and one for each additional one hundred or majority fraction thereof; and National Trades and Labour Councils by three delegates.

Article 3, Section 1. The revenue of the "Canadian Federation of Labour" shall consist of a Per Capita tax of five cents per month from each member in good standing in all local Federal Unions chartered by the Congress, and shall be paid on or before the fifteenth day of each month, with all money arising from the sale of charters and supplies.

Article 4, Section 1. The officers of this Federation shall be a President, Vice-President, Secretary-Treasurer, Assistant Secretary and a General Organizer.

Section 2. The Executive of this Fed-

eration shall consist of the President, Vice-president, Secretary-Treasurer and the Vice-President for each Province in the Dominion of Canada.

The Secretary-Treasurer shall be paid an honorarium of one hundred and twenty dollars per year.

The salary of the General Organizer shall be not less than eight hundred dollars per year, and he shall devote his whole time to the work of the Federation, subject to governance.

Article 7 of the present constitution was embodied in article 6, with the exception of the alteration of the word "Congress" to the word "Federation."

The Executive Committee is authorized to conclude arrangements with the Canadian Granite Cutters' Executive for the publication of the official business of the Federation quarterly or monthly, the cost of same not to exceed the sum of seventy-five dollars for monthly contract or fifty dollars for quarterly contract per annum.

The Executive is empowered to adopt a uniform system of bookkeeping for all local unions, and all supplies shall be bought and paid for by the General Secretary, who shall distribute them at such prices as will cover cost of same; he shall also provide proper charter outfits to be issued on acceptance of charter affiliation. These outfits to be regulated by the number of charter members in each case.

All the above changes to come into force on and after the first of January, 1909.

Resolutions Adopted.

The following is the text of the various resolutions adopted by the convention:—

Per capita tax:—

That in the opinion of this Congress, it is necessary that all delegates who represent unions which do not pay a full per capita tax, pledge themselves to do their best efforts towards convincing these unions to pay that tax, and that in future none but delegates from unions having paid that tax on their full membership be admitted at the Congress.

Annual reports:—

That in future the reports of the president, the secretary (with the exception of the financial statement) the general executive, and the provincial executives be handed in to the secretary, one week previous to

the opening of the congress in order that the same be translated for presentation.

Child and female labour:—

That this congress recommend to the provincial government the passing of a law to limit the hours of labour to 55 hours per week in all industries employing women and children. Each day not to begin before 7 a.m.

Duties of pilots:—

That the government be asked to prevent pilots from performing the duties of captains, thus preventing competent captains from obtaining employment.

Wharves at Levis:—

That the government be asked to construct deep water wharves at Levis, in order to meet the requirements of the navigation.

Competency of steamboat captains:—

That the government be requested to see that the law be respected in the following:—

1. Concerning the obtaining of certificates of competency by captains of steamers and by all other officers in command of vessels.
2. That all officers be confined to the duties conferred by their certificate.
3. That all companies employing incompetent officers, be dealt with according to law.

Drydocks:—

That a renewal be made of the demand from this congress concerning the construction of larger drydocks to meet the requirements of navigation.

Inspection of scaffolding:—

That this congress present another request to the provincial government with a view to obtain the nomination of inspectors for scaffoldings.

Factory inspection:—

That the government be requested to appoint more sanitary inspectors in factories.

Union label:—

That this congress is pleased to state that there is now a Canadian Typographical Union Label, and to urge all unions working under its jurisdiction, to further the use of this label on printings and that this congress should use this label when possible.

Immigration:—

That a protest be made against the allowing British immigrants hired by the C.P.R. Co., to replace Canadian labour, to land from boats of said company, between 6 o'clock p.m., and 6 a.m., the following morning, in defiance of the immigration law.

Export of logs:—

That logs exported to the United States be taxed in order to prevent such exportation.

The barrel industry:—

That the government be requested to increase the duty on all barrels imported from the United States, thus giving more encouragement to that industry in Canada.

Voters' lists:—

That the government be asked to see that the Electoral lists for Federal as well as for Provincial purposes be prepared within thirty days before each election so that workmen may not lose their right to vote.

Native labour:—

That Government works be executed by citizens paying taxes to this country.

Fair Wages:—

That workmen employed by the government at the armouries and elsewhere be paid the same rates of wages as current in the execution of public contracts as set forth in the schedules prepared by the department of labour.

School commissioners:—

That all school commissioners nominated by municipalities should be able to read and write.

Salaries of school teachers:—

That a demand be made to the provincial government of Quebec to increase the salary of school teachers, so that they be able to devote the whole of their time and energy to the education of our children.

The Industrial Disputes' Investigation Act:—

That the government be asked to amend Clause 11 of the Industrial Disputes Investigation Act or Lemieux law, so that parties to the dispute should be allowed to select their own arbitrator.

Amendment of Constitution:—

That hereafter any proposed amendments to the constitution of this congress be published in the Official Organ at least three months before the opening of the congress, but this shall not prevent the congress from making such amendments as it sees fit.

Public Libraries:—

That the provincial government be asked to create public libraries in the principal localities of the Province of Quebec.

The Deputy Minister of Labour:—

That the delegates to this congress take this occasion to express their appreciation of the valuable services rendered to organized labour by Mr. W. L. MacKenzie King, the Deputy Minister of Labour.

The Department of Labour:—

That the government be urged to separate the Department of Labour from the Post Office Department. This has become necessary in the opinion of this Congress owing to the great increase of business in the Department of Labour, and, further, a Minister of Labour, acting solely in that capacity would be in a better position to give greater attention to the demands of the workmen.

The C.P.R. strike:—

That this congress express its sympathy for the workers now on strike on the C.P.R., System, and also express its desire for a successful termination of the difficulty and wish to go on record as being of the opinion that such could be accomplished by a resort to arbitration which this congress very heartily commends.

Quebec Longshoremen:—

That the Harbour Commissioners of Quebec be notified that in future when receiving goods by boats, the work of unloading such boats be done by the workmen of that city and not by unfair men.

Fruit Vendors in Montreal:—

That recommendation be made to the City Council of Montreal, for the maintenance of permits by that body, to Fruit Dealers operating in the streets of that City as heretofore.

Co-operation:—

That this congress approve of the principle and desirability of co-operation as a means to the betterment of the condition of the working classes, and recommends that locals of this Congress be advised to study the question, and further, that instructions be given to our Executive to urge upon the Federal

Government the passage of the Co-operation Bill now before Parliament.

Old age pensions:—

That in the opinion of this Congress the time has arrived when the workmen of this country should be paid pensions in their old age, or when they become disabled. We hereby petition the Federal Government to establish a fund to be known as the "Old Age Pension Fund", to be used for workingmen who have passed their working days, or are no longer able to support themselves.

Industrial safety:—

That the Provincial Governments of Quebec and Ontario be requested to establish Museums of Safety Appliances for the prevention of accidents.

Emergency Assessment:—

That the Executive be authorized to consult the Central Trades and Labour Councils under the jurisdiction of this congress on the advisability of levying a special assessment on each member in case of emergency.

Past resolutions:—

That the congress approve of all resolutions passed at last session and not dealt with during the recent session.

On report of a special committee, resolutions of thanks were passed to a number of individuals and public bodies, including Sir P. Pelletier, Lieutenant-Governor of Quebec; Sir G. Garneau, mayor of the city; Hon. L. A. Taschereau, Minister of Public Works and Labour; Rev. Mons. Huard, "Le Soleil," L' "Action Sociale," the Central Trades and Labour Council of Quebec, Messrs. Croteau and Carignan, the Provincial Government, Mr. Jules Hone, and others.

Ways and Means.

The report of the Ways and Means Committee recommended that 1,000 copies of the report of proceedings be printed in French and 500 copies in English, and that the same salaries as previously be paid to the Secretary-Treasurer and to his assistant.

THE CANADIAN MANUFACTURER'S ASSOCIATION—THIRTY-SEVENTH ANNUAL CONVENTION.

THE thirty-seventh annual convention of the Manufacturers' Association was held at the Windsor Hotel, Montreal, September 15-18. About 250 delegates were present from different parts of Canada. A number of important industrial and trade questions

Officers for the year 1908-1909 were elected as follows:—

President, J. W. Paterson, Ottawa.
Vice-President, G. Leclerc, Montreal.
Secretary-Treasurer, Geo. Mercure, Ottawa.
General Organizer, Thos. J. Griffiths, Montreal.
Assistant-Secretary, J. B. St. Laurent, Quebec.

EXECUTIVES.

Quebec:

Vice-President—Omer. Brunet, Quebec.
D. Verdon, Montreal.
Z. Bérubé, Quebec.
J. B. Guinette, Levis.

Ontario:

Vice-President: Herb. Kaakee, Toronto.
F. Lesage, Ottawa.
Thos. Elliott, Ottawa.
H. McNulty, Ottawa.

The Executives of the other provinces will be appointed by the General Executive.

District Organizers—

Quebec, Geo. Marois.
Montreal, E. Chalifoux.
Ottawa, S. Kennedy.

The nomination for other districts is left to the Executive Provinces.

The Mayor of Ottawa having sent an invitation to the Congress to hold its next meeting in that city, the Congress decided unanimously to meet next year at the Capital on the second Tuesday of September, 1909.

were discussed. The meeting was regarded as one of the most successful held by the Association.

Presidential Address

The Hon. Mr. J. D. Rolland, in delivering the annual presidential address on the

opening day of the convention, referred to the recent world wide depression in trade which had been felt less keenly in Canada than in other countries owing to the rapid development of the Northwest provinces and the extensive railway operations in progress. In the opinion of the president, appearances indicated that the turning point had now been reached with the assurance of an abundant harvest and the letting of contracts for materials several months in advance. The depression had taught the manufacturer the need for thorough organization and for a strong national tariff properly administered. The condition of the woollen industry was referred to, also the All-Red route and the adoption of a preferential tariff with Australia. Referring to the labour situation the president stated that while a year ago manufacturers were complaining of a scarcity of skilled help, this condition had changed and there had ensued a considerable amount of unemployment. Dealing with the transportation problem, the president stated that Canadian railways had received in loans or cash the sum of \$233,000,000 as subsidies and it was to be regretted therefore that in the Northwest provinces many railways were being constructed to the International border instead of turning over their business to Canadian lines to be hauled to the markets of the world through Canadian channels. An appeal was made for the preservation of Canadian forests, and the total prohibition of the exportation of pulp wood was advocated. A reference to the need of technical education in Canada was also made. In conclusion Mr. Rolland made a special appeal on behalf of the tobacco industry, the engagement of experts from the tobacco growing districts of the United States to instruct Canadian farmers in modern methods of curing and packing and the establishment of experimental farms in the tobacco growing sections of Quebec and Ontario being urged.

Financial Statement.

The treasurer's report showed receipts from all quarters amounting to \$48,827 and disbursements of \$47,118, leaving

a surplus of \$1,709. Receipts from member's fees were \$28,029 an increase of \$1,529. The surplus of assest over liabilities amounted to \$21,945.

Membership.

The net gain in membership during 1907-08 was small compared with the preceding year, owing to the fact that business conditions had not been favourable to the association's growth and owing also to the narrowing of the field of eligible manufacturers. In all 199 names were struck off the roll, but as 222 names were added the net gain for the year was 23. The total membership on July 31, 1908, was 2,184 distributed as follows:—

By Provinces.		By branches.	
Ontario.....	1,308	Toronto.....	559
Quebec.....	556	Montreal.....	422
Nova Scotia.....	88	Quebec.....	67
British Columbia....	69	Nova Scotia.....	88
New Brunswick.....	48	Manitoba.....	100
Manitoba.....	100	British Columbia ..	69
Alberta and Saskat- chewan.....	12	General.....	879
Prince Edward Island	3		
Total.....	2,184		2,184

Classified on the basis of fees paid, the returns are:—

Class A (up to 50 hands, \$10).....	1,569
Class B (up to 100 hands, \$15).....	229
Class C (over 100 hands, \$25).....	386

The formation of two new sections was announced, namely, a wine growers' section and a biscuit and confectionery section. Some suggestions for increasing the membership were made by the Secretary, it being pointed out that there were some 500 manufacturers still eligible for membership.

Reports of Standing Committees.

The following is a brief resumé of the reports of the various standing committees of the association, as considered and adopted at the annual meeting.

Parliamentary committee.—No part of the association's activity is considered of greater importance than that which has to do with legislation. The association's efforts in this connection are of two kinds, destructive and constructive—the opposing of legislation inimical to its interests

and the promotion of legislation favouring its interests. In actual practice the former duty has been given the greater amount of time.

The report of the committee for 1907-08 began with a review of the labour situation. The industrial depression coming suddenly after a long period of unparalleled immigration was stated to have afforded a temporary remedy for the scarcity of factory workers noted a year ago. Under these circumstances, the committee did not continue to urge upon the government the views of the association with regard to encouraging the immigration of skilled mechanics.

In discussing Dominion legislation, reference was made to the bill introduced by the president of the Trades and Labour Congress of Canada to make it compulsory for all government contracts to include a clause stipulating that no person employed therein should work more than eight hours in any one day. A resolution relating to the Union label, a proposed amendment of the Criminal Code re conspiracies, and the co-operative bill were also referred to. The association offered no opposition to the principle of co-operation but took exception to certain clauses of the bill as introduced. The association memorialized the government with a view to having telegraph companies brought under the jurisdiction of the Board of Railway Commissioners, a suggestion which was subsequently adopted. The change of the day on which Thanksgiving Day is to be observed was also favoured by the association.

In connection with provincial legislation, the feature of outstanding importance from the association's standpoint was the widespread attention given to the subject of workmen's compensation, the provinces of Quebec, Ontario, New Brunswick, Manitoba and Alberta having had the matter under consideration during the past two years. The suggestions of the Montreal branch in this connection were quoted at length. Other subjects dealt with in the report were child labour, the increasing of the number of Ontario factory inspectors, the Ontario Assessment Act, the Ontario Companies Act, the Conditional Sales Act of Ontario,

the Ontario Election Act, 1908, the Quebec Insurance Act, the Quebec Assessment Act, the Manitoba Taxation Commission, the Nova Scotia Labour Commission and the action of the Metallic Roofing Company vs. the Sheet Metal Workers' Union of Toronto.

Railway and transportation committee.—The aim of the committee has been to bring about a reasonable adjustment of rates, classification, and conditions of carriage. Several important matters were adjusted with the railways during the year by conference and with the assistance of the chief traffic officer of the Board of Railway Commissioners. A marked improvement in transportation conditions generally was noted. The following matters were among those dealt with by the committee: The readjustment of freight rates, international rates, the revision of commodity rates in eastern Canada, rates on wire fencing and netting, rates to western Canada, rates on threshers loaded on flat cars, freight rates out of Winnipeg, freight classification, inter-switching (in connection with the order of the Railway Commission of July 8, 1908, was dealt with *in extenso*), bills of lading, express rates and classification, cartage charges, lumber rates, reciprocal demurrage, the Canada-France service, the Canadian-Australian line, trans-Pacific business, legislation of the year affecting transportation, etc.

Insurance Committee.—The amount of work done by the insurance committee exceeded that of any preceding similar period. One hundred and three policies were examined and 52 risks inspected, involving altogether over \$11,000,000 in insurance. Seven losses were adjusted, the amount of insurance being \$196,947. The total insurance that has passed through the office since its inception is estimated at \$85,000,000. The department superintended the erection of six automatic sprinkling equipments and introduced into many factories additional fire-fighting appliances, the fundamental purpose of the organization of the department being the reduction of the fire waste. The recent legislation of the Quebec and Manitoba governments on the subject of insurance was dealt with in the report.

A reorganization of the insurance department was carried out during the year with the object of bringing it more closely into touch with the work of the mutual insurance companies recently organized under the auspices of the association. These companies are two in number, namely, the Central Canada and the Eastern Canada Manufacturers' Mutual Fire Insurance Companies. They were organized shortly after the last annual convention, and started underwriting on November 1, 1907.

Commercial intelligence committee.—Owing to the falling off in the consuming capacity of the home market the commercial intelligence committee gave much of its time to the consideration of plans for improving Canadian commercial facilities abroad. The appointment of a trade commissioner to the West Indies was urged and an officer subsequently appointed by the government. The appointment of a separate commissioner for New Zealand was also requested and an increase in the number of commissioners in the United Kingdom. The increasing value of the weekly and monthly reports issued by the Department of Trade and Commerce was referred to. Early in the winter the association's Commercial Report Service underwent a thorough reorganization and was considerably improved. Some 826 inquiries from parties wishing to purchase Canadian goods were published during the year in "Industrial Canada." Other subjects dealt with in the report were the distribution of catalogues, the work of the translation department, recent tariff treaties, the British patent act, provincial corporation taxation, and the exposure of fraudulent and questionable schemes the object of which was to victimize manufacturers.

Tariff committee.—The tariff committee reported that in no previous year had so many practical benefits resulted from its operations. The committee was enlarged by the addition of a representative from each active section in the association and a breadth of view was thus obtained that precluded the possibility of any interest being overlooked. The attempt of United States houses to unload their surplus

stocks on the Canadian market at slaughter prices received the special attention of the committee. A separate tariff department was organized for the purpose of more efficiently presenting the case of industries making application for tariff relief, and Mr. R. W. Breadner, formerly Dominion Appraiser and Inspector of Customs was appointed to take charge. Other subjects dealt with in the committee's report were, leeway in the dumping regulations, the increasing of the Dominion staff of Customs appraisers and inspectors, the export of pulp wood, the Franco-Canadian treaty, the bounty on tin plate, duty on pickles, lumber, pork products, woolens and other articles, Board of Customs decisions, and other subjects.

Technical education committee.—The report of the technical education committee reviewed the work of the committee since its first organization in 1904 and advised the adoption of certain new means of attaining the end in view. The representations made to the Dominion government during the past year with a view to having a commission on technical education appointed were reviewed. It was suggested by the committee that the association itself appoint a commission of inquiry on industrial education and appeal to the various provincial governments for assistance in carrying the undertaking through. The commission, the committee suggested should consist of three members with one corresponding member for each province. It should visit the principal industrial schools of the United States, France, Germany and Great Britain and would hold sittings in various points throughout Canada in order to familiarize itself with the requirements of local industries. The cost it was stated, would not exceed \$25,000, of which the association would assume responsibility for \$5,000, leaving \$20,000 to be raised by the provinces. The work, it was thought, could be completed within two years. The suggestion was adopted by resolution.

The British office.—During the past winter the Labour Bureau which had been opened by the association in London, Eng., was closed, the office having ceased

to justify its existence as a business enterprise. Many difficulties were encountered in carrying on the work arising chiefly out of the unsatisfactory character of the help supplied. In addition, the labour situation became greatly relieved with the advent of industrial depression in the autumn of 1907. From the commencement of operations the total number of hands engaged was 520. The department cost the association about \$1,600.

The "Industrial Canada" Committee.—A substantial profit was announced on the year's publication, the total cost having been \$14,320, which left a net surplus of \$2,667. The journal was increased in volume by 180 pages and 250 new names were added to the subscription list. The Canadian Trade Index, formerly issued under the direction of the Commercial Intelligence Committee, was taken over by the "Industrial Canada" Committee this year and published as a "special" in the month of June. Beginning with June, 1908, the proceedings of the executive council of the associations were published in separate bulletin form for the use of members.

Other Resolutions.

A sub-committee was appointed to bring in a resolution with regard to conditions in the woollen industry, requesting an increase in the tariff against outside manufacturers. Other resolutions were as follows:—Protesting against the tax on commercial travellers prevailing in Prince Edward Island; asking for the enactment by the Dominion parliament of a law requiring railways to carry mails on time; in favour of a reciprocal preferential

tariff with Australia or any other part of the Empire; in favour of the prohibition of the export of pulp wood and in favour of the creation of a pulp wood and paper sur-tax. A resolution asking for the prohibition of the exportation of natural gas from Ontario was referred to the Executive Committee.

Officers, 1908-09.

The following officers were elected for the ensuing year.

President, R. Hobson, Hamilton.
First Vice-President, John Hendry, Vancouver.
Ontario Vice-President, Col. W. M. Gartshore, London.
Quebec Vice-President, W. H. Rowley, Hull.
Nova Scotia Vice-President, William Lewis, Halifax.
New Brunswick Vice-President, Charles Macdonald, St. John.
Alberta and Saskatchewan Vice-President, P. Burns, Calgary.
John Hendry, British Columbia Vice-President, Vancouver.
P.E.I. Vice-President, Hon. F. L. Hazard, Charlottetown.
Treasurer, George Booth, Toronto.
Secretary, G. M. Murray, Toronto.

Notes.

At the annual banquet of the Association held on September 17, addresses were delivered by the Right Honourable Sir Wilfrid Laurier, Prime Minister of Canada, Mr. F. D. Monk, M.P., the Hon. Sir Lomer Gouin, Premier of Quebec, the president elect of the Association, and others.

On September 18 an excursion to Valleyfield was conducted.

An invitation received from the city of Halifax that the Association hold its next meeting in that city was referred to the Executive Committee for final decision.

GRAND COUNCIL OF THE PROVINCIAL WORKMEN'S ASSOCIATION—THIRTIETH ANNUAL MEETING.

THE thirtieth annual meeting of the Grand Council of the Provincial Workmen's Association was held at Halifax, N.S., during the third week in September.

No new business of importance was transacted owing to the fact that the Council is at the present time divided

in opinion on the question of the advisability of amalgamating with the United Mine Workers of America. The meeting was almost entirely given up to the consideration of this question.

By resolution of the meeting no action was taken with regard to the minutes of a meeting of the Council held at

Halifax in May, 1908, at which a referendum vote on the question of amalgamation with the United Mine Workers of America was sanctioned, it being held, by a vote of 49 to 28, that the action taken at the May meeting was illegal, the delegates having received no instructions from their lodges to bring about a referendum vote.

A proposal was made by those favouring amalgamation with the United Mine Workers of America that article 21 of the constitution of the Provincial Workmen's Association should be amended. The article reads as follows:—"This association cannot be dissolved so long as one lodge with 40 members shall object thereto." It was proposed that the words "one lodge of 40 members" should be cut out and the words "the majority of the members" inserted. The proposed amendment was defeated and the constitution remains as it was.

A resolution was presented proposing that the funds and property of the association should be divided between the lodges wishing to secede and those wishing to remain. This resolution was ruled out of order on the ground that the Grand Council had not authority to divide its funds or property with any seceding part of its membership.

On the general subject of the movement for amalgamation with the United Mine Workers of America the following resolution was passed by a vote of 47 to 7:—

"Whereas during the year much agitation has been caused by some of the lodges of the Provincial Workmen's Association with the purpose to destroy the Association by bringing in the United Mine Workers of America:—And whereas this agitation tends to destroy the usefulness of the Association and also burdens it with unnecessary expenses:—Be it hereby resolved that this Grand Council deems the agitation for any other labour organization sufficient cause for the revoking or suspension of charters of lodges so agitating and gives the Grand Executive authority to revoke the charters of such lodges. And we further recommend that no agitation be permitted in any subordinate lodge."

The following officers were elected:—

Past Grand Master, Mark Connors, Westville.
Grand Master, S. B. McNeil, (re-elected).
Grand Associate, A. B. McIsaac, Inverness.
Grand Secretary, John Moffatt (re-elected).
Grand Chaplain, John Walsh, Sydney, Mines.
Grand Treasurer, Ronald Nicholson, (re-elected).
Grand Sub-Secretary, Stellarton, Thos. Sully.
Grand Guardian, John A. McNeil, Dominion.
Grand Inside Watch, R. F. Kerr, Westville.
Grand Outside Watch, Glace Bay, F. Byrne.

THE FISHERMEN'S UNION OF NOVA SCOTIA—FOURTH ANNUAL MEETING.

THE fourth annual meeting of the Fishermen's Union of Nova Scotia was held in Halifax, N. S., September 3-5. There was a good attendance present. All stations reported satisfactory progress. Several subjects, some of which were standing from former meetings, were disposed of. The resolutions passed included the following:—

Advocating better transportation for fish products in Nova Scotia and Cape Breton. That the government be asked to grant a bounty of one cent each for dog-fish. That the government be requested to repeal the canning license law and grant licenses to all competent persons applying therefor. That the government amend the present fishing bounty act, by the payment of an equal

sum to deep-sea fishermen whether engaged in deck vessels or open boats. That the government purchase all seed lobsters direct from the fishermen and immediately return said lobsters to the ground whenever taken. The present law for the protection of said valuable industry was said to be a failure and to be fast depleting our water of that valuable fish food. That the local government extend to the fishing industry the same protection and encouragement as is given to the other industries and callings, by the appointment of M. H. Nickerson as a lecturer, to visit all the fishing localities in the province of Nova Scotia and the island of Cape Breton, with a view to conferring with the fishermen on questions affecting their interests. That the govern-

ment be asked to pass laws prohibiting the use of steam trawlers, steam drifters and all other destructive and wasteful appliances and methods of catching fish in territorial waters. Advocating the providing of an old age pension for fishermen. That the government be asked to grant a rebate of the duty on gasoline engines to fishermen only, so that they may be able to have auxiliary power for their fishing craft to get to and from the fishing grounds at all times, and thereby be able to take advantage of the fish market.

That the government be asked to amend the size limit law for lobsters to suit the conditions peculiar to certain parts of the coast of Nova Scotia and the island of Cape Breton, viz: That the present 8 inch limit, as applied to the coast of the island of Cape Breton, be reduced to 7 inches, and that the present 10½ inches limit as applied to the coast of Digby county, be reduced to 9 inches thereby making the 9 inch limit apply to that part of the coast of Nova Scotia extending from Cape Sembro to the south west boundary of Annapolis county; after the said law is adjusted and amended as above described, that the said amended law be vigourously and honestly enforced.

That the regulations governing the spring herring fishery of Sydney river for bait for the prosecution of the fisheries be amended in so far as they refer to the time for the setting and taking up of nets. At present the law is that nets

be set after 4 p.m., Monday and taken up at 10 a. m., Saturday. The change desired is that the setting of nets be allowed at 4 a.m., Monday, and the taking up at 8 p.m., Saturday. It was further recommended that all barrels for the measuring of bait be inspected and stamped by an official of the marine and fisheries department.

That the government be asked to appoint a fishery warden for Port Joli in order to protect the valuable lobster fishery, which is now being depleted, with power to inspect and brand all crates of live lobsters for shipment;

That the Premier be asked for an increase of \$300 in the appropriation for the fishery exhibit at Shelburne.

That the government be asked to pass a law prohibiting the use of seines in shallow water, that are operated as a purse seine by means of a method called tucking. This not to cover drag seines that are operated by having one end attached to the shore.

Election of Officers.

The following officers were elected for the ensuing year:

Grand President, D. Scott, Mainadieu, N.S.
Vice-President, Leonard Thériault, Port Joli, N.S.
Secretary-Treasurer, Bepard Cummings, Port Joli, N.S.

Executive Committee:

J. B. Campbell, Mainadieu, N.S.
 J. W. Edwards, Groves' Point, N.S.
 J. Mathews, East Ragged Island, N.S.
 J. A. McDonald, Judique, N.S.

THE FEDERATION OF TEXTILE WORKERS OF CANADA—FOURTH ANNUAL CONVENTION.*

THE fourth annual convention of the Federation of Textile Workers of Canada was held in Montreal, Que., on September 5-7, 1908, with the President Emile Ouellette in the chair and with an attendance of 35 delegates from local unions. The general secretary, Mr. W. Paquette, read his report and proposed

certain amendments to the constitution which were adopted.

Resolutions.

The committee on resolutions submitted the following resolutions which were adopted by the convention:—

Reduction in wages.—Whereas fair wages are equivalent to the sum of money necessary to the workmen to enable him

*The following statement was furnished to the Department by courtesy of Mr. L. A. Girard, recording-secretary of the Federation.

to occupy with dignity his proper sphere in society and to bring up and educate his family properly; and

Whereas, a sudden reduction in wages, where the cost of living has not been reduced, causes considerable damage to the workman, because it destroys the equilibrium between his receipts and expenses; and

Whereas, further, an insufficiency of wages is for a great number a serious cause of trouble and immorality;

Be it resolved that the Federation of Textile Workers of Canada condemns any reduction in wages put in force by employers without previous notice.

Strikes.—Whereas, strikes are an evil so prejudicial to the employee as to the employer, though the worker has no other weapon with which to defend himself or to cause his rights to be respected;

Be it resolved: 1. That all differences leading to a strike or lock-out be carefully and conscientiously considered by the executive council: 2. That all possible means of conciliation be employed before a strike is declared: 3. That every declaration of a general strike will be valid only upon the following conditions: (a) That the two thirds of the affiliated local unions after being consulted regularly ask for the same: (b) That the executive council at a general plenary meeting approve of it.

In strike questions no member under eighteen years of age is entitled to vote.

Labour of children under 14 years of age.—Whereas, the labour of children under age in factories is a disgrace to society, a grave danger for the future of the human race and causes grave damages to the interests of the workingman;

Be it resolved that the provincial government be invited to rigorously apply the law governing child labour in factories

Week of fifty-five hours.—Whereas the work imposed upon women and children in factories is excessive and is a dangerous menace to health;

Be it resolved: That the executive council be authorized to carry on before the Quebec Legislature the campaign already begun in favour of a decrease and

a new regulation of hours of labour for women and children in factories.

Factory inspection.—Whereas, frauds are constantly occurring and the law violated outside of the knowledge of the inspectors;

Be it resolved that request be made to the provincial government to increase the number and the power of factory inspectors.

Election of Officers.

The following officers were elected:—

Wilfrid Paquette, *President*.
Emile Ouellette, *Vice-president*.
L. A. Girard, *Recording-Secretary*.
J. A. Renaud, *Secretary-Treasurer*.
Arthur Goulet, *Treasurer*.

Union delegates:

Oscar Nantel, *St. Henri*.
Joseph Surprenant, *Hochelaga*.
Raphael Goyette, *St. Henri*.
Eug. Lamontagne, *Magog*.
J. A. Rouleau, *St. Hyacinthe*.

TRADES UNION CONGRESS, GREAT BRITAIN—FORTY-THIRD ANNUAL MEETING.

THE forty-third Trades Union Congress of Great Britain was opened at Nottingham, Eng., under the presidency of James Shackleton, member of Parliament. The attendance at this year's congress constituted a record, the delegates numbering 518 and representing 1,776,000 members in affiliated societies. This is an increase of 76,000 over last year's congress at Bath, notwithstanding the withdrawal from membership of the Amalgamated Society of Engineers and the Associated Society of Locomotive Engineers and Firemen, which together numbered 106,000 in last year's representation. The congress remained in session for a week. In his annual address the President said that the great political and social question at present was the Licensing Bill. He concluded with a suggestion for a great conference at London of representatives from America and throughout Europe to consider questions affecting labour.

CANADIAN ASSOCIATION OF STATIONARY ENGINEERS—NINETEENTH CONVENTION.

THE nineteenth convention of the Canadian Association of Stationary Engineers was held at Windsor, Ont., during August. Upward of 20 delegates were in attendance. The annual report of the secretary showed that two new lodges had been added during the year, namely, Midland, Ont., and Ottawa, Ont., while many inquiries concerning the association had been received, especially from the Northwest Provinces. Disbursements during the year amounted to \$409.86 and receipts to \$675.59. The membership of the association is as follows:—

Name of Lodge.	No. of members.
Toronto Lodge No. 1.....	104
Hamilton Lodge No. 2.....	60
Brantford Lodge No. 4.....	7
Ottawa Lodge No. 7a.....	36
Guelph Lodge No. 7.....	31
Berlin Lodge No. 9.....	14
Waterloo Lodge No. 17.....	9
Chatham Lodge No. 21.....	21
Owen Sound No. 25.....	21
Galt Lodge No. 27.....	24
Kingston Lodge No. 27a.....	27
Windsor Lodge No. 28.....	22
Petrolia Lodge No. 29.....	21
London Lodge No. 30.....	51
Stratford Lodge No. 31.....	29
St. Thomas Lodge No. 32.....	35
Midland Lodge No. 33.....	18
Total.....	520

An attempt was made during the year by means of a circular letter, to induce co-operation among the different lodges of the association, especially in the way of mutual instruction and advancement in the profession, this being the primary object of the association. Concerning the recent legislation passed by the government of Ontario with reference to the examination of stationary engineers, the following resolution was passed:—

“The fact that the license law now enacted and to come into force on January 1, 1909, is at present working a great injustice to a large number of engineers, many of whom are out of work, these men when applying for situations are often asked by the employer: ‘Have you a certificate or license?’ Our engineers are forced to say ‘No,’ and also that they cannot get a certificate until the government makes the necessary appointments. This is not satisfactory either to the manufacturer or to the engineer. Consequently, we pray that the machinery be provided to relieve this undesirable condition at a very early date.”

Officers were elected as follows:—

President, Chas. Kelly, Chatham, Ont.
 Vice-President, W. McGhie, Toronto, Ont.
 Secretary, W. A. Crockett, Mt. Hamilton, Ont.
 Treasurer, W. Norris, London, Ont.

London, Ont., was decided upon as the next place of meeting.

QUEBEC LEGISLATION AFFECTING LABOUR, 1908.

THE fourth session of the eleventh legislature of the province of Quebec was begun on March 3rd and closed by prorogation on April 25th, 1908. There were altogether 173 Acts assented to⁽¹⁾. Among them were a number of special interest to industry and labour, a brief review of which is given in the following article:—

(1) A copy of the Quebec statutes for 1908 was received at the Department by courtesy of the King's Printer of Quebec during the month of September, the present review of the legislation having been withheld pending the receipt of this material.

Inspection of Scaffolding.

An Act was passed empowering town and city councils to appoint one or more inspectors of scaffolding, and to provide for their remuneration. A builder or contractor who makes use of scaffolding over fifteen feet high must in future obtain a certificate of inspection signed by a municipal inspector, or by an architect, or by a licensed engineer of the province, or by a provincial inspector of public buildings. This certificate must be exhibited

when required by any workman in his employ. The penalty for failure to comply with this provision is limited to a fine of ten dollars and costs. One half of any penalty imposed is to go to the prosecutor or complainant. The provincial building inspectors are authorized to inspect scaffolding, and to condemn the same if they think it dangerous, also to prosecute offenders against the law. Though the Act applies only to cities and towns, the right of any municipality to regulate and provide for the inspection of scaffolding is asserted ⁽²⁾.

The Inspection of Public Buildings— Female Labour in Shops.

The Act "respecting public buildings" is replaced by a new Act which considerably enlarges its scope. The term "public building" as now defined, includes, among other buildings, rooms for showing moving pictures, buildings of three stories or more occupied as offices, and stores employing at least ten clerks. The Act, therefore, represents for the province of Quebec the shops regulations acts of certain of the other provinces. The provincial factory inspectors are assigned the duty of ensuring the observance of the Act. Their powers as regards the safety and health of employees in public buildings are the same as those indicated in the regulations made by the lieutenant-governor-in-council respecting safety and health in industrial establishments insofar as the same are applicable. With regard to safety in public buildings, wide powers are granted to the inspectors, and the duties of proprietors of public buildings are also set forth in detail. Among the latter, a provision of special importance is one requiring employers to place a sufficient number of seats at the disposal of girls or women employed in their stores, in order that they may rest when the nature of their work requires it or service upon customers permits. It may be added that under the regulations respecting public buildings passed by the lieutenant-governor-in-council in 1902, no person under 18 years of age can be placed in charge of an

elevator. The precautions to be taken against fire in public buildings are defined at length. In the portion of the Act setting forth the subjects on which regulations may be issued by the lieutenant-governor-in-council, the safety and health of the guardians, workmen, workwomen, clerks or other persons employed in public buildings are specially mentioned ⁽³⁾.

Prison Labour.

Prisoners condemned to imprisonment with hard labour in common jails in Quebec may be employed within as well as without the limits of the jail by direction of the lieutenant-governor-in-council. First offenders, however, are only to be so employed within the limits of the jail. Prisoners condemned by judgments which make no mention of hard labour may be employed as above, provided they consent thereto and the jailer sees no objection. Revenues derived from the wages of prisoners in jails were previously paid into the provincial treasury. A proviso is now added that if an offender who is condemned to imprisonment for any offence has a wife, or a wife and children, depending on him for their livelihood, the wages earned by the prisoner must be paid by the sheriff to the wife, or wife and children, as the case may be ⁽⁴⁾.

Under an Act passed respecting the inspection of prisons, the inspectors are given power to make regulations for the administration of the common jails of the province in matters relating to the employment of prisoners for the profit of the public revenue ⁽⁵⁾.

Protection of Wages.

In an amendment to the Quebec License Act, a clause is added for the special protection of wage earners. Under its provisions, a person holding a hotel or a restaurant license, who cashes or exchanges for money any employer's certificate of wages or pay-check, incurs for each offence a fine of \$20 with imprisonment of one month in default of payment ⁽⁶⁾.

⁽²⁾ Que. stat., 1908, chap. 52.

⁽⁴⁾ Que. stat., 1908, chap. 23.

⁽⁵⁾ Que. stat., 1908, chap. 50.

⁽⁶⁾ Que. stat., 1908, chap. 19, sec. 14.

⁽³⁾ Que. stat., 1908, chap. 53.

Co-operative Agricultural Associations.

The Act of 1889 providing for the formation of farmers' and dairymen's associations is replaced by an Act "respecting co-operative agricultural associations." The objects of such associations must be, the improvement and development of agriculture, or of any of its branches; the manufacture of butter or cheese, or both, or the sale or purchase of agricultural products, live stock, farm implements, commercial fertilizers, and other articles useful to the agricultural classes. The title of such an association must not permit of its being confounded with any other existing association. The association must consist of at least 25 persons and must be a joint stock company of limited liability. The amount of each share is fixed at ten dollars, payable in yearly instalments of one dollar, or in advance. The association must be managed by a board of five directors elected at the annual general meeting. They are to have full power to adopt by-laws for the government of the association, provided they do not conflict with the by-laws adopted by the general meeting of the shareholders. Their other duties with regard to the operations of the association are defined at length. Service on the board of directors must be gratuitous. The Act contains full directions as to the conducting of the business of the Association, the auditing of accounts, the duties of officers, the allotment of profits, etc. (7).

Lumbering.

By an amendment to the Public Lands Act, the provisions passed in 1904 with regard to the production of a declaration by settlers are repealed. The Minister may in future require that the certificate of the performance of the conditions of settlement be given under oath and according to a specified form. Letters patent granted by the Crown may be declared null and set aside by the Superior Court for the causes and in the manner prescribed by the Code of Civil Procedure. The lieutenant-governor-in-council may

include in the forest reserves of the province, either at the request of the owner or not, all or some of the lands granted as subsidies in aid of the construction of railways. While the lands in question remain in a reserve, they must not be sold for colonization purposes without the consent of the lieutenant-governor-in-council (8).

Under an amendment of the Game Act heads of lumbering establishments, and contractors and sub-contractors engaged in lumbering operations, are held responsible for all offences against the game laws respecting moose, caribou or deer committed by men under their control, unless it can be proved that the act complained of were not preventable. (9).

Miscellaneous.

The appointment of an inspector of apiaries is provided for (10).

An Act "respecting insurance companies, mutual benefit societies and charitable associations" was passed (11).

An Act amending the Act "respecting motor vehicles" was passed (12).

Subsidies were granted for the assistance of some twenty-two railway projects. The Act requires the companies to build the roads with rails made and purchased in Canada, and to equip their lines with material also made and purchased in Canada, unless such rails or material cannot be procured in Canada at as low a price and upon as favourable conditions as elsewhere. The companies must also sell lands out of the land granted under subsidies to settlers at a price not to exceed \$2.50 per acre. The lieutenant-governor-in-council is given control of rates and tolls, and the Minister of Public Works and Labour may, for the advancement of colonization and the convenience of settlers, indicate the places where the companies are to erect stations (13).

Among the orders-in-council published in the same volume as the 1908 statute

(8) Que. stat., 1908, chap. 24.

(9) Que. stat., 1908, chap. 25.

(10) Que. stat., 1908, chap. 26.

(11) Que. stat., 1908, chap. 69.

(12) Que. stat., 1908, chap. 20.

(13) Que. stat. chap. 5.

(7) Que. stat., 1908, chap. 28.

one repealing the regulation passed in 1904 to the effect that the provisions of the Factory Act respecting the inspection of boilers and steam pipes and motors should not apply to butter and cheese factories. The order-in-council states that whereas the inspectors of industrial establishments have frequently pointed out the danger to life resulting from this exemption, the previous regulation should be rescinded. It is ordered, however, that the inspection of butter and cheese factories shall be obligatory every two years only, and that the cost of the inspection shall not exceed \$2.50 for each establishment.

The charter of the Montreal Street Railway Mutual Benefit Association is amended by the addition of a section permitting the permanent employees of

the Montreal Terminal Railway Company, together with the employees of all other city railway companies controlled by the Montreal Street Railway Company to form a part of the present corporation, on the same terms as the employees of the Montreal Street Railway Company and of the Montreal Park and Island Railway Company. Further members may also be admitted by the committee of management on a two-thirds vote of the members. The funds of the corporation are to be derived from the joint contributions of the Montreal Street Railway Company, the Montreal Park and Island Railway Company, the Montreal Terminal Railway Company, as well as from the employees who are members. ⁽¹⁴⁾.

⁽¹⁴⁾ Que. stat., chap. 129.

SASKATCHEWAN LEGISLATION AFFECTING LABOUR.

THE third session of the first legislature of Saskatchewan was begun on April 2nd and closed by prorogation on June 12th. Sixty Acts were assented to. A review of those affecting industry and labour is given below (*).

Government and Municipal Telephone Systems.

An important body of legislation was enacted having reference to the establishment and operation of government and municipal telephone systems.

A separate department of the government was created, namely, the Railway and Telephone Department, having jurisdiction over the railway, telegraph and telephone systems of the province. Telegraph and telephone systems may hereafter be constructed or acquired either by purchase or lease by the head of the department, and placed under its control and management. The commissioner may also enter into an agreement for connection or joint operation with municipal or other systems. He may examine and report on other systems, and every

person operating a municipal or private telephone system within the province must furnish a statement as to rates to the commissioner whenever required. Provision is made for the appointment of a commission of three to take over the construction and operation of public telephone systems under powers to be specified by the lieutenant-governor-in-council. Every person operating a telephone system in Saskatchewan must make an annual report to the commissioner. In addition, the commissioner has power to prescribe standards for the construction and equipment of private telephone systems and rules and regulations for the keeping of books, etc., for any municipal or rural telephone system ⁽¹⁾.

Special Acts were also passed "respecting municipal telephones systems" and "respecting rural telephone systems." In the former, the powers of municipal councils in the matter of constructing and operating telephone systems, the method in which the approval of the electors and of the commissioners is to be obtained, the issuing of telephone debentures, the levying of special telephone assessments, the rates, tolls and charges

* A copy of the statutes for the year was received at the Department during September by courtesy of the printer.

⁽¹⁾ Sask. stat., 1908, chap. 5.

to be made, the terms upon which an interchange of telephone service may be made, inspections, etc., are dealt with. The Rural Telephone Act sets forth the terms on which a company for constructing and operating a rural telephone system may be organized. the method in which new subscribers may be taken on, and exchanges, terminals and extensions established. Other subjects dealt with are, the interchange of telephone services, the keeping of books and accounts, and the general powers of the company. For the purpose of encouraging and assisting in the development and extension of rural telephone systems throughout the province, the commissioner is authorized to furnish any company from time to time with the telephone poles required for the construction of its systems under regulations approved by the lieutenant-governor-in-council. Rural telephone systems constructed, maintained and operated under the terms of the Act are exempt from any assessment imposed under the Act ⁽²⁾.

Seed Grain.

The action of the government in supplying seed grain to farmers and settlers during the present year, up to a maximum amount of \$250 to any one applicant, was ratified, also the action of the government in receiving from the government of Canada a loan of \$1,825,000, or part thereof, at five per cent. per annum interest, payable on or before March 31, 1909, for the purpose of obtaining the seed grain above referred to. The matter of the security to be obtained for advances, the registration and discharge of liens, etc., are dealt with in the Act ⁽³⁾.

Steam Boilers.

By an amendment to the Steam Boilers Act, batteries of boilers are included under the terms of the Act. Inspectors are now required to report on or before the last day of February with regard to inspec-

tions made during the preceding year, and with regard to all accidents and casualties that may have happened in connection with the operation of steam boilers within their jurisdiction. The date previously fixed was the thirty-first day of January. Hereafter, inspectors are required to stamp a number on every boiler which they have inspected, and the owner of portable boilers must at all times keep this number exposed not less than five inches in height on each side of the boiler. In future, also, the exemption of certain boilers from the operation of the Act is surrounded with greater restrictions. No boiler which has been in use for more than two seasons can be sold or exchanged for subsequent use as a boiler unless accompanied by an inspection certificate issued within a year of the date of sale or exchange. The commissioner, moreover, must be notified of the sale or exchange of the boiler within 30 days. The powers of inspectors in making inspections are enlarged. A very important new section provides that boilers, after January 1st, 1910, must be constructed according to departmental regulations. The hydro-static tests required are made more severe. With regard to the working pressure of boilers, also, a higher standard is prescribed. In the portion of the Act which deals with the examination and certification of engineers, the provision with regard to examination for final certificates and proof of experience is amended by the substitution of clauses which take into account the length and character of the experience and permit the issuing of certificates accordingly. In future, a third class certificate shall be issued to a candidate who receives 40 per cent. of the marks obtainable; it entitles the candidate to have sole charge of any boiler of not more than 50 horse power, or to act as assistant in the operation of a boiler of not more than 200 horse power, or which the holder of a first or second class certificate is in actual charge. A second class certificate is to be issued to a candidate receiving 50 per cent. and he is allowed to have sole charge of a boiler of not more than 300 horse power, or to act as assistant in the case of a boiler

⁽²⁾ Sask. stat. 1908, chaps. 6 and 7. For a reference to the organization of the Department and construction operations during the present year see the *Labour Gazette* for September, 1908, page 227.

⁽³⁾ Sask. stat., 1908, chap. 8.

of higher capacity in charge of a holder of a first-class certificate. A first-class certificate is issued to every candidate receiving 60 per cent. of the marks, and he shall thereupon be allowed to have charge of boilers of any capacity (4).

Miscellaneous.

Under the Saskatchewan Election Act, persons of the Chinese race and Indians are mentioned among those who are disqualified and incompetent to be registered as voters (5). Under the Athabaska Election Act, also, Indians and Chinese are not to be allowed to vote (6).

Three important Acts of the session had reference to municipal government, namely, the City Act, the Town Act and the Village Act (7). In addition, a separate department of the public service, to be presided over by a "municipal commissioner," was created, the commissioner's duties including the settlement or adjustment of questions arising between municipal councils, the inspection of municipal books, records and accounts,

and the administration of local improvement districts. (8).

An Act was passed providing for the free distribution of school books and supplies to pupils attending the educational institutions of the province (9).

A Woodmen's Lien Act was passed, and an amendment made to the Ordinance respecting threshers' liens (10).

An Act for the better protection of neglected or dependent children was passed (11).

Under a "Railway Taxation Act," the earnings of railway companies hereafter are to be taxed in accordance with a rate to be determined by the lieutenant-governor-in-council, the maximum to be three per cent. of the gross earnings in the case of branch or part of a railway which has been in operation for seven years or more, and one and a half per cent. in the case of a branch which has been in operation for less than seven years and more than five years. No tax on gross earnings is payable until a railway or branch has been in operation for five years (12).

(8) Sask. stat., 1908, chap. 15.

(9) Sask. stat., 1908, chap. 19.

(10) Sask. stat., 1908, chaps. 21 and 30. A separate article dealing with liens of this nature is published elsewhere in the present issue.

(11) Sask. stat., 1908, chap. 31.

(12) Sask. stat., 1908, chap. 32.

NEW BRUNSWICK LEGISLATION AFFECTING LABOUR, 1908.

THE first session of the fifth Legislative Assembly of New Brunswick was begun on April 30 and was prorogued on May 30, assent being given to eighty-eight public and private statutes. A brief review of the legislation of the session, of interest from the standpoint of industry and labour, is given below (*).

Workmen's Compensation.

The most widely discussed enactment of the session affecting labour was an amendment of the "Workmen's Com-

pensation for Injuries Act" of the Consolidated Statutes. Under the Act as passed, a new definition is given of the term "workmen," an important change from the previous definition being that the Act does not now apply to any person whose employment is of a casual nature, or otherwise than for the purpose of the employer's trade and business. Clerks in offices and stores, seamen and fishermen are also excluded, but quarrymen, miners and pondmen are brought under the Act. A definition of the term "dependents" is also given. The conditions under which compensation may be claimed are somewhat curtailed both in the case of work executed directly for an employer and where it is carried out under a contract. A workman, moreover, is not

(* A copy of the statutes for the year 1908, was received at the Department of Labour during September by courtesy of the King's Printer of New Brunswick, the present review having been withheld until such time as the material was available in its final form.

entitled to compensation where injury has resulted from his own wilful act, or his own neglect, carelessness or disobedience, or where the injury is due to the malicious act of a fellow-workman, or to the drunkenness of a fellow-workman, unless notice of that condition has been given to the foreman or other person in charge of the work. The section defining the amount of compensation recoverable is considerably changed, the amount being graded in accordance with the severity of the injury. Notice of an injury must in future be given within two weeks, unless there is reasonable excuse for delay, instead of twelve weeks, as previously. The Act comes into force on November 1, 1908 ⁽¹⁾.

Compulsory School Attendance.

The Compulsory School Attendance Act of 1906 ⁽²⁾ is amended by a provision to the effect that in the cities of St. John and Fredericton, and in the towns of Chatham and Newcastle, the expression "child" means any boy or girl between six and fourteen years of age. In the municipalities mentioned, children of this age must attend school during all the whole time the public schools are in session, unless the bodily or mental condition of the child prevents. Parents and guardians are specially enjoined to see that their children attend school regularly as above ⁽³⁾.

Agricultural Commission.

For the purpose of thoroughly investigating the agricultural, immigration and colonization conditions and possibilities of the province, (in the way, more particularly of ascertaining the quantity, location and quality of land in the settled, partially settled and unoccupied districts

of the province, the needs of New Brunswick farmers in reference to labour, transportation and markets, and the adaptability of the various sections of the province to the growth of different crops and fruits), the appointment of a commission of three persons is authorized, one of the commissioners to be the secretary, and to undertake the more directly executive duties of the commission. The purpose of the investigation is to induce the young men of the province to build up homes in New Brunswick, and to attract a desirable class of immigrants, with the ultimate view of developing the farming and kindred resources of the province ⁽⁴⁾.

Lumbering.

The destruction or mutilation of notices posted up by authority of the Surveyor-General to prevent the destruction of woods or other property by fire, is made punishable by a penalty of not less than \$50 and not more than \$200 for each offence ⁽⁵⁾.

Boom companies incorporated in New Brunswick are required to furnish the Crown Lands Department with a return of the quantity and kind of lumber passing through their booms each year, with a correct description of the marks thereon ⁽⁶⁾.

Dairying.

A section is added to the Dairy Industry Act requiring inspectors to give special attention to the sources from which the cities derive their milk supply, and at least once in every year, or more often if necessary, to make a thorough inspection of the stock, cow-byres and vehicles of persons furnishing such supplies, and furnish the owners thereof a certificate of inspection ⁽⁷⁾.

⁽¹⁾ N.B. Stat., 1908, chap. 31.

⁽²⁾ For a review of this act see *Labour Gazette* for June, 1906, pages 1351-2.

⁽³⁾ N.B. Stat., 1908, chap. 24.

⁽⁴⁾ N.B. Stat., 1908, chap. 15.

⁽⁵⁾ N.B. Stat., 1908, chap. 17.

⁽⁶⁾ N.B. Stat., 1908, chap. 20.

⁽⁷⁾ N.B. Stat., 1908, chap. 23.

THE COAL MINING INDUSTRY IN ALBERTA DURING 1907.

In the annual report of the Coal Mines Branch of the Department of Public Works, Alberta, for 1907, recently issued, the following information is given with regard to conditions in the coal mining industry of the province.

The year 1907, with the exception of a short period of idleness following a strike, was one of steady activity and substantial progress. The total output of coal was 2 per cent. greater than in 1906, and the 1906 output was 90 per cent greater than that of 1905. The following classification of the output for 1907 is given:—

	Tons.
Ignite coal.....	639,335
Luminous coal.....	939,295
Anthracite coal.....	256,115
Coal used in coke production.....	112,887
Coke produced.....	73,782
Briquettes produced.....	49,585

A further summary of operations is given as follows:—

Number of new mines opened in 1907.....	35
Number of old mines re-opened in 1907....	2
Number of mines abandoned in 1907.....	6
Number of tons of coal produced (approximate)	1,834,745
Number of tons of coke produced.....	73,782
Number of tons of briquettes produced.....	49,585
Average number of persons employed inside the mines.....	2,700
Average number of persons employed outside the mines.....	900
Number of fatal accidents inside the mines...	17
Number of fatal accidents outside the mines...	2
Number of non-fatal accidents inside the mines	75
Number of non-fatal accidents outside the mines.....	11

In 1906 there were 61 coal mines in operation; in 1907, there were 98, though 5 of the latter were not producing coal.

Wages.

On the subject of wages, it is stated that in the early part of 1907, certain classes of mine workers obtained a slight increase, which scale is still maintained. The average coal worker's wages in Alberta, when engaged mining coal on contract, vary from \$75 to \$180 per month. The general wage schedule for day labour is given as follows:—

INSIDE MEN.

		Hours.
Fire bosses.....	\$3.50	8
Shot lighters.....	3.00	8
Bratticemen.....	3.00	8
Bratticemen helpers.....	2.50	8
Timbermen.....	3.00	8
Timbermen helpers.....	2.75	8
Drivers.....	2.75	8
Drivers, wet places.....	3.00	8
Team drivers.....	3.00	8
Tracklayers.....	3.00	8
Tracklayer helpers.....	2.75	8
Rock miners.....	3.50	8
Miners.....	3.00	8
Miners, wet places.....	3.50	8
Locomotive engineers.....	2.75	8
Switchmen.....	2.75	8
Chute loaders.....	2.75	8
Labourers.....	2.50	8
Timber handlers.....	2.75	8
Machine men.....	3.50	8
Machine men helpers.....	3.00	8
Switch boys.....	1.50	8
Door boys.....	1.00	8
Hoist men.....	2.75	8
Rope riders.....	2.75	8
Couplers, boys.....	1.50	8
Couplers, men.....	2.50	8
Pushers.....	2.50	8

OUTSIDE MEN.

Pitheadman.....	2.50	10
Slate pickers, men.....	2.00	10
Slate pickers, boys.....	1.25	10
Car oilers, boys.....	1.25	10
Car oilers, men.....	2.00	10
Tally boys.....	1.25	10
Teamsters.....	2.50	10
Blacksmiths.....	3.50	10
Blacksmith helper.....	2.50	10
Mine carpenter.....	3.50	10
Mine carpenter helper.....	2.50	10
Car repairers.....	3.00	10
Power house engineers.....	3.50	10
Tippie engineers.....	3.25	10
Locomotive engineer.....	3.25	10
Locomotive helper.....	2.80	10
Firemen.....	2.50	8
R. R. car handlers.....	2.25	10
Fanmen.....	2.50	12
Outside labourers.....	2.00	10
Fan fireman.....	3.00	12
Lampman.....	2.50	12
Machinists.....	3.20	10
Machinists' helpers.....	2.50	10
Couplers.....	2.00	10
Sawyer.....	3.00	10

LABOUR ARBITRATION IN GREAT BRITAIN—NEW COURT OF ARBITRATION CONSTITUTED.

DURING the month of September, important action was taken by the Labour Department of the Board of Trade of Great Britain to increase the useful influence which the Department for some time past has been able to exercise as a peacemaker in industrial disputes. The conclusion has been reached by the Department that the machinery hitherto available for this purpose might be extended and improved so as to increase its popularity alike with employers and employees. With this object in view, the establishment of a new tribunal, known as a court of arbitration, was resolved upon. The tribunal is to consist of either three or five members, to be nominated by the Department as occasion may arise from three previously selected panels. The first of these panels is to be composed of "persons of eminence and impartiality," eligible to act as chairmen. The second panel is to be drawn from the employer class, and the third from the class of workmen and trade unionists. In any future trade dispute, in which both parties agree to accept an award, a special court for the purpose of adjudicating upon the case will be formed from the panels described. In order that there may be a full understanding by this court of any special or technical questions, in connection with the dispute, provision is made for the appointment of "assessors" to assist in the deliberations, but without the power of voting on the Board.

The Conciliation Act in Great Britain is similar to the legislation existing in Canada bearing on industrial disputes prior to the enactment of the Industrial Disputes Act, 1907, and the text of the memorandum issued by the President of the Board of Trade in this connection will be of general interest. As communicated to Chambers of Commerce and employers' and workmen's associations throughout Great Britain, under date of September 1st. The memorandum reads as follows :

1. Under the Conciliation Act of 1896 the Board of Trade has power to appoint a conciliator in trade disputes and an arbitrator at the request of both parties.

These slender means of intervention have been employed in cases where opportunity has offered, and the work of the Department in this sphere has considerably increased of recent years. In 1905 the Board of Trade intervened in 14 disputes and settled them all; in 1906 they intervened in 20 cases and settled 16; in 1907 they intervened in 39 cases and settled 32; while during the first eight months of the present year no fewer than 47 cases of intervention have occurred, of which 35 have been already settled, while some of the remainder are still being dealt with.

2. It is not proposed to curtail or replace any of the existing functions or practices under the Conciliation Act, nor in any respect to depart from its voluntary and permissive character. The good offices of the Department will still be available to all in industrial circles for the settlement of disputes whenever opportunity offers; single arbitrators and conciliators will still be appointed whenever desired; special interventions will still be undertaken in special cases, and no element of compulsion will enter into any of these proceedings. But the time has now arrived when the scale of these operations deserves, and indeed requires, the creation of some more formal and permanent machinery; and, with a view to consolidating, expanding, and popularizing the working of the Conciliation Act, I propose to set up a standing Court of Arbitration.

3. The Court, which will sit wherever required, will be composed of three (or five) members, according to the wishes of the parties, with fees and expenses to members of the Court, and to the chairmen during sittings. The Court will be nominated by the Board of Trade from three panels. The first panel—of chairmen—will comprise persons of eminence and impartiality. The second will be formed of persons who, while preserving an impartial mind in regard to the particular dispute, are, nevertheless, drawn from the "employer class." The third panel will be formed of persons similarly drawn from the class of workmen and trade unionists. It is hoped that this composition will remove from the Court the reproach which workmen have sometimes brought against individual conciliators and arbitrators, that, however fair they mean to be, they do not intimately understand the position of the manual labourer. It is believed that by the appointment of two arbitrators selected from the employers' panel and two from the workmen's panel in difficult cases, thus constituting a Court of five instead of three persons, the decisions of the Court would be rendered more authoritative, especially to the workmen, who, according to the information of the Board of Trade, are more ready to submit to the judgment of two of their representatives than of one. As the personnel of the Court would be constantly varied, there would be no danger of the Court itself becoming unpopular with either class in consequence of any particular decision; there would be no difficulty in choosing members quite unconnected with the case in dispute, and no inconvenient labour would be imposed upon anyone who consented to serve on the panels. Lastly, in order that the peculiar conditions of any trade may be fully explained to the Court, technical assessors may be appointed by the Board of Trade at the request of the Court or of the parties to assist in the deliberations, but without any right to vote.

4. The state of public opinion upon the general question of arbitration in trade disputes may be very conveniently tested by such a voluntary arrangement. Careful inquiry through various channels open to the Board of Trade justifies the expectation that the plan would not be unwelcome in industrial circles. The Court will only be called into being if, and in proportion as, it is actually wanted. No fresh legislation is necessary.

5. Steps will now be taken to form the respective panels.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES. PROVIDENT FUND—FIRST ANNUAL REPORT.

THE first fiscal year of the existence of the Intercolonial and Prince Edward Island Railways Employees' Provident Fund ended on March 31st, 1908. The official report relating to the operations thereof was recently received at the Department, and its contents are reviewed below.

The first Board (*) was constituted on May 30, 1907, and its first meeting was held on July 10th. The Board consisted of the following:—

D. POTTINGER, General Manager, Chairman,

Appointed by the Minister:

W. A. DUBE, Superintendent, Levis,

T. C. BURPEE, Engineer of Maintenance, Moncton,

Elected by the Employees:

J. W. NAIRN, Engineman, Truro,

JOHN STEWART, Engineman, Moncton.

A great deal of preliminary work had to be done by the Board, such as the framing of rules and regulations, devising of forms, appointment of medical examiners, etc. Eight meetings were held during the year, some lasting two days. Copies of the rules and regulations were issued to each employee who was a contributor to the fund.

The consideration of applications from employees to be retired on the fund was begun on August 7th. One hundred and fifty-seven applications in all were recommended by the Board. Of this number, 142 received the approval of the Minister and became entitled to allowances. The following statement shows the number retired during the year, the number of deaths among those retired, and details of the expenditure.

* For statements with reference to the establishment of the fund and its later organization see the *Labour Gazette* for April, 1907, page 1118, and the *Labour Gazette* for October, 1907, pages 444.

	Amount of mo. payments.
Number employees retired.....	142 \$ 3,639.75
Number retired employees died	11 387.96
	<hr/> 131 \$ 3,251.79
The contributions made by employees during the year amounted to.....	\$ 82,707.74
The contributions made by the railways to.....	82,707.74
A total of.....	<hr/> \$165,415.48
To this should be added the interest on the monthly balances amounting to	1,594.36
	<hr/> \$ 167,009.84

The expenditures were:—

For retiring allowance.....	\$23,913.04
Contributions refunded in the case of deceased employees.....	13.82
Medical examinations, employees retiring.....	26.00
Election expenses, 1907-08.....	787.33
Election expenses, 1908-09.....	166.85
Salaries and travelling expenses Secretary's office.....	1,546.75
Wages and travelling expenses, Board members.....	178.48
Stationery, printing, postage, etc.	1,128.36
A total of.....	<hr/> \$27,760.63
Leaving a credit balance of....	139,249.21

It is expected by the Board that the expenditure during the first few years of the fund will be below the receipts, but that in subsequent years the expenditure will increase rapidly.

Mr. W. Milledge Thompson, conductor, Moncton, was elected by acclamation by the employees during January to serve on the Board during the fiscal year 1908-09, in the place of Mr. J. Stewart, who declined to offer himself for re-election. The other members of the Board remained the same as in 1907-08.

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada.

THE following table gives a detailed return of immigrant arrivals during the first four months of the present fiscal year:—

TOTAL IMMIGRATION TO CANADA FROM APRIL TO AUGUST, 1908, COMPARED WITH THE CORRESPONDING MONTHS OF 1907.

	1907				1908				Decrease or Increase.					Percentage of Decrease.
	Males.	Females	Children	Totals.	Males	Females	Children	Totals	Decrease Males.	Increase Males.	Decrease Females.	Decrease Children.	Decrease Totals.	
<i>April:</i>														
Via ocean ports.....	24,972	5,052	4,414	34,438	13,637	3,809	3,223	20,669	11,335	.....	1,243	1,191	13,769	40
From the United States	5,131	2,103	2,379	9,613	5,678	1,531	1,877	9,086	.....	547	572	502	527	5
Totals.....	30,103	7,155	6,793	44,051	19,315	5,340	5,100	29,755	10,788	.....	1,815	1,693	14,296	32
<i>May:</i>														
Via ocean ports.....	24,744	7,153	6,858	38,755	9,245	4,208	3,692	17,145	15,499	.....	2,945	3,166	21,610	56
From United States.....	3,749	1,522	1,651	6,922	3,922	1,209	1,307	6,438	.....	173	313	344	484	7
Totals.....	28,493	8,675	8,509	45,677	13,167	5,417	4,999	23,583	15,326	.....	3,263	3,510	22,094	48
<i>June:</i>														
Via ocean ports.....	18,107	7,171	7,041	32,319	4,924	3,392	2,436	10,752	13,183	.....	3,779	4,605	21,567	67
From the United States	2,806	1,279	1,239	5,324	2,877	1,047	961	4,885	.....	71	232	278	439	8
Totals.....	20,913	8,450	8,280	37,643	7,801	4,439	3,397	15,637	13,183	.....	4,011	4,883	22,006	58
<i>July:</i>														
Via ocean ports.....	11,841	4,695	4,410	20,946	2,927	2,188	1,736	6,851	8,914	.....	2,507	2,674	14,095	67
From the United States	2,760	1,455	1,180	5,395	2,685	1,004	792	4,481	75	.....	451	388	914	17
Totals.....	14,601	6,150	5,590	26,341	5,612	3,192	2,528	11,332	8,989	.....	2,958	3,062	15,009	57
<i>August:</i>														
Via ocean ports.....	8,584	4,431	3,921	16,936	2,035	1,858	1,505	5,398	6,549	.....	2,573	2,416	11,538	68
From the United States	2,160	1,077	839	4,076	3,027	907	750	4,684	.....	867	170	89	608	15
Totals.....	10,744	5,508	4,760	21,012	5,062	2,765	2,255	10,082	5,682	.....	2,743	2,505	10,930	52
Grand totals.....	104,854	35,938	38,932	174,724	50,957	21,153	18,279	90,389	53,897	.....	14,785	15,653	84,335	48

British Emigration Returns.

During the month ended July 31st, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING JULY 1908-07.

Nationality.	1908.	1907.
English.....	5,237	11,713
Welsh.....	139	(*)
Scotch.....	1,241	2,330
Irish.....	363	744
British Colonial.....	466	(*)
Total of British origin.....	7,446	14,787
Foreign.....	1,344	3,449
Total.....	8,790	18,236

During the seven months ending July 31, 1908, the number of passengers leaving the United Kingdom, as above mentioned, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING JANUARY-JULY, 1908-07.

Nationality.	1908.	1907.
English.....	40,176	77,329
Welsh.....	1,017	(*)
Scotch.....	11,119	24,912
Irish.....	2,874	4,969
British Colonial.....	1,362	(*)
Total of British origin.....	56,548	107,210
Foreign.....	8,837	18,026
Total.....	65,385	125,236

Homestead Entries During August, 1908.

The following statement shows the number of homestead entries made in August, 1908, compared with August, 1907:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF AUGUST, 1908, AS COMPARED WITH AUGUST, 1907.

Agency.	1908	1907	Increase	Decrease
Battleford.....	235	49	.....	214
Brandon.....	4	6	.....	2
Calgary.....	115	95	20	.....
Dauphin.....	51	65	.....	14
Edmonton.....	220	431	.....	211
Estevan.....	49	65	.....	16
Humboldt.....	125	289	.....	164
Kamloops.....	44	26	18	.....
Lethbridge.....	135	161	.....	26
Moose Jaw.....	488	504	.....	16
New Westminster.....	5	4	1	.....
Prince Albert.....	51	126	.....	75
Regina.....	91	180	.....	89
Red Deer.....	130	172	.....	42
Winnipeg.....	45	86	.....	41
Yorkton.....	71	155	.....	84
Total.....	1,859	2,814	39	994

It will be seen that there has been a decrease in the number of homestead entries made in August, 1908, of 955.

A statement of the homestead entries made during the first eight months of the calendar year 1908, compared with the corresponding period of the calendar year 1907, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES JANUARY-AUGUST, 1908-07.

Month.	1908	1907	Increase	Decrease
January.....	1,453	1,111	342	.....
February.....	1,420	1,033	387	.....
March.....	1,869	1,589	280	.....
April.....	2,987	2,594	393	.....
May.....	2,773	3,253	.....	480
June.....	3,247	4,574	.....	1,327
July.....	2,815	3,690	.....	875
August.....	1,859	2,814	.....	955
Total.....	18,423	20,658	1,402	3,637

It will be observed that there has been a net decrease of 2,235 in the number of homestead entries during the first eight months of 1908, as compared with the same months of 1907.

* Not separately distinguished in 1907.

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, during the month of August, 1908, were as follows:—

NATIONALITIES OF HOMESTEADERS IN
AUGUST, 1908.

Nationalities.	No. of Entries.
Canadians from Ontario.....	245
" Quebec.....	48
" Nova Scotia.....	17
" New Brunswick.....	6
" Prince Edward Island.....	8
" Manitoba.....	56
" Saskatchewan.....	108
" Alberta.....	22
" British Columbia.....	4
Persons who had previous entry.....	187
Newfoundlanders.....	2
Canadians returned from the United States...	20
Americans.....	424
English.....	287
Scotch.....	65
Irish.....	26
French.....	28
Belgians.....	5
Swiss.....	3
Italians.....	1
Roumanians.....	6
Syrians.....	1
Germans.....	41
Austro-Hungarians.....	128
Hollanders.....	4
Danes (other than Icelanders).....	11
Icelanders.....	5
Swedes.....	24
Norwegians.....	29
Russians (other than Mennonites and Doukhobors).....	46
Mennonites.....	
Doukhobors.....	
Chinese.....	
Japanese.....	
Persians.....	
Australians.....	2
New Zealanders.....	
Total.....	1,859

Representing 4,467 souls.

Of a total of 444 entries made in August, 1908, by persons coming from the United States, there were 110 from North Dakota, 68 from Minnesota, 30 from Iowa, 27 each from Illinois and Michigan, and 25 from Wisconsin.

Lands Patented in August, 1908.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, issued by the Department of the Interior during August, is as follows:—

LANDS PATENTED DURING 1908.

Nature of Grant.	August, 1908.	
	No. of Patents.	No. of Acres.
Alberta Ry. and Irrigation Co.'s sales.....	2	799.00
British Columbia Homesteads.....		
British Columbia sales.....		
Coal lands sales(1,120 acres, under rights).....	6	1,469.32
Homesteads.....	764	121,319.13
Military Homesteads.....		
Mineral rights (3,186.20 acres)...	6	
Northwest half-bred grants.....	5	836.72
<i>Railways:</i>		
Canadian Northern Ry. Co....	14	16,507.62
Can. Pac. Ry. grants.....	28	35,093.10
Can. Pac. Ry. roadbed and station grounds.....		
Grand Trunk Pac. Ry.....	4	28.16
Man. South Western Col. Ry. Co.....	106	159,948.77
Qu'Appelle Long Lake and Sask. Rd. & Steamboat Co....	1	21.24
Sales.....	36	8,965.41
School lands sales.....	11	707.63
Special grants.....	15	753.63
Yukon Territory sales.....	2	64.92
Totals.....	1,000	346,534.68

In August, 1907, the number of patents issued was 1,217, covering an area of 185,046.68 acres, showing a decrease for the month of August, 1908, of 217 in the number of patents, but an increase of 161,488.00 acres in the area patented.

Land Sales.

The following is a statement of the farm land sales made by the Canada Northwest Land Company Limited, during the month of August, 1908, compared with the sales of August, 1907, and for the year 1908 to August 31st, compared with the corresponding period of 1907:—

LAND SALES OF CANADA NORTHWEST LAND COMPANY.

	Acres.	Price. obtained.
August, 1908.....	664.32	\$ 7,924.50
August, 1907.....	765.85	9,905.44
Decrease, 1908.....	101.53	1,980.94
From Jan. 1 to Aug. 30, 1908..	6,036.58	68,064.49
From Jan. 1 to Aug. 30, 1907..	14,320.57	162,505.72
Decrease, 1908.....	8,285.99	\$94,441.23

Notes.

From April 1st to the end of August, 1908, the number of undesirables turned back by the Department of the Interior, Canada, at ocean ports, totalled 342. The number of rejections at United States boundary ports during the same period was 1,266.

During the fiscal year 1907-8, there were 1,481 Chinese who entered Canada for the first time, each paying the head tax of \$500. This made a total for the year of \$744,835. During the first five months of the present year, there have

arrived Chinese to the number of 1,095, who have paid in to the Canadian treasury \$552,696, or at the rate of over \$100,000 a month.

An order-in-council was passed under date of September 11, 1908, raising the minimum money qualification of \$25, now required of immigrants coming to Canada, to \$50 for the period from January 1st to February 15th, the object of the restriction being to prevent the arrival of immigrants without independent means during the period when employment is not easy to obtain. The text of the order-in-council is as follows:—

His Excellency, the Governor General in Council, in virtue of the provisions of Section 20 of the Immigration Act, Chapter 93, Revised Statutes of Canada, 1906, is pleased in view of the labour conditions and of the probable supply and demand for labourers in Canada during the coming winter, to order and it is hereby ordered, that in the case of immigrants arriving at Canadian Ports between the 1st day of January and the 15th day of February, 1909, the Immigration Agent at any port shall require every immigrant, male or female, 18 years of age or over, to have in his or her possession money to the minimum amount of \$50.00 in addition to a ticket to his or her destination in Canada unless satisfactory evidence is furnished that the immigrant is going to some definite employment, or to relatives, or friends already settled in Canada who would take care of such immigrant and that on the last mentioned date the money qualification above prescribed be reduced to the minimum amount of \$25.00 for each immigrant and so remain until further ordered.

FAIR WAGES SCHEDULE IN GOVERNMENT CONTRACTS AWARDED DURING THE MONTH OF SEPTEMBER, 1908.

Department of Public Works.

The following is a list of contracts awarded by the Department of Public Works, the Department of Railways and Canals and the Department of Marine and Fisheries, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Public building at Yorkton, Sask.; name of contractor, S. Brown, Winnipeg; Man.; date of contract, August 31, 1908; amount of contract, \$24,200.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Stonecutters.....	\$.50 per hour.
Bricklayers.....	.55 "
Masons.....	.55 "
Carpenters.....	.30 "
Joiners.....	.32½ "
Stairbuilders.....	.32½ "
Plasterers.....	.55 "
Lathers.....	.4 per yard.
Painters and Glaziers....	.30 per hour.
Plumbers.....	.40 "
Steamfitters.....	.40 "
Steamfitters' helpers.....	.25 "
Sheet metal workers.....	.32½ "
Electrical workers.....	.35 "
Builders' labourers.....	.22½ "
Ordinary labourers.....	.20 "
Driver with horse and cart	.35 "
Driver with two horses and wagon.....	.50 "

Public building at Glencoe, Ont.; name of contractor, Geo. A. Proctor, Sarnia, Ont.; date of contract, September 11, 1908; amount of contract, \$16,238.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Stonecutters.....	\$3.50
Masons.....	3.00
Bricklayers.....	3.00
Carpenters.....	2.00
Joiners.....	2.00
Stairbuilders.....	2.50
Plasterers.....	3.00
Lathers.....	2.50
Painters and glaziers.....	2.50
Plumbers.....	2.50
Steam and gas-fitters.....	2.50
Tinsmiths.....	2.00
Metal roofers.....	2.25
Electricians.....	2.50
Builders' labourers.....	1.75
Driver, 1 horse and cart...	2.75
Driver, 2 horses and wagon	3.75
Ordinary labourers.....	1.50

Public building at Welland, Ont.; names of contractors, Nagle and Mills, Ingersoll, Ont.; date of contract, September 16, 1908; amount of contract, \$26,526.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Stonecutters.....	.45 per hour, 9hrs. per day.
Bricklayers.....	.45 " 9 "
Masons.....	.45 " 9 "
Carpenters.....	.27½ " 9 "
Joiners.....	.27½ " 9 "
Stairbuilders.....	.27½ " 9 "
Plasterers.....	.45 " 9 "
Lathers.....	.2½ per yard.
Painters and glaziers.....	.25 per hour, 9hrs. per day.
Plumbers and steamfitters	.30 " 10 "
Sheet metal workers.....	.25 " 10 "
Electrical workers.....	.25 " 10 "
Builders' labourers.....	.20 " 10 "
Ordinary labourers.....	.17½ " 10 "
Driver, 1 horse and cart...	.25 " 10 "
Driver, 2 horses and wagon	.35 " 10 "

Wharf, warehouse and roadway at Port Hastings, N. S.; name of contractor, Wm. J. Landry, Antigonish, N. S.; date of contract, September 28, 1908; amount of contract, \$10,550.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Foreman.....	\$ 2.50 per day of 10 hours
Carpenters.....	1.75 " 10 "
Blacksmiths.....	2.00 " 10 "
Blacksmiths' helpers.....	1.35 " 10 "
Labourers.....	1.35 " 10 "
Driver, 1 horse and cart...	2.00 " 10 "
Driver, 2 horses and wagon	3.00 " 10 "

Department of Railways and Canals.

Repairing of Cornwall Canal washout; date of contract, September 15, 1908; amount of contract, schedule rates; contractor, Thomas A. Nicholson, of St. Catharines, Ont.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Foreman carpenter.....	\$ 3.00 per day of 10 hours.
" labourers.....	2.50 " 10 "
Carpenters.....	2.25 " 10 "
Labourers.....	1.50 " 10 "
Team and driver.....	3.00 " 10 "
Horse, cart and driver...	2.25 " 10 "
Stationary engineer.....	2.00 " 10 "
Fireman.....	1.75 " 10 "
Steam shovel runner.....	100.00 per month and board, 12 hours per day.
Steam shovel craneman..	75.00 12 "
Steam shovel fireman...	40.00 12 "
Locomotive runner.....	65.00 12 "
Locomotive fireman.....	40.00 12 "

Renewal of portion of West Pier at Port Maitland, Ont.; Welland Canal, date of contract, September 29, 1908; amount of contract, schedule rates; contractor, M. J. Hogan, of Pt. Colborne, Ont.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Carpenters.....	\$ 2.25 per day of 10 hours.
Labourers.....	1.50 " 10 "
Stationary engineer.....	2.25 " 10 "
Stationary fireman.....	1.75 " 10 "
Timekeeper.....	1.75 " 10 "
Tug captain.....	70.00 per month and board, 10 hours per day.
Tug engineer.....	60.00 10 "
Tug fireman.....	35.00 10 "
Tug deckhands.....	35.00 10 "

Erection of freight shed and platform at Campbellton, N. B., Intercolonial Railway; date of contract, September 15th, 1908; amount of contract, \$3,990.00, contractor, Joseph Goulett & John Culigan, jr., of Jacquet River, N. B.

FAIR WAGES SCHEDULE.	
Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours. Not less than:
Foreman carpenter.....	\$ 2.25
Carpenters.....	1.50
Plumbers and steamfitters.....	2.00
Painters and glaziers.....	1.50
Tinsmiths.....	1.75
Labourers.....	1.25
Bricklayers.....	3.00

Installation of water closets and toilet accommodation in station building at Bathurst, N. B., Intercolonial Railway; date of contract, September 10, 1908; amount of contract, \$995.00; contractors, John P. McTomney & W. J. Craig, of Bathurst, N. B.

FAIR WAGES SCHEDULE.	
Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters.....	\$ 1.75
Labourers.....	1.25
Plumbers.....	2.25
Painters.....	1.75

Erection of brick oil house at Campbellton, N. B., Intercolonial Railway; date of contract, September 28, 1908; amount of contract, \$1,150.00; contractor, Zenon Ouellette, of Bic, County of Rimouski, Que.

FAIR WAGES SCHEDULE.	
Trade or Class of Labour.	Rates of Wages, Per day of 10 hours, Not less than:
Foreman.....	\$ 2.25
Concrete layers.....	1.50
Bricklayers.....	3.00
Carpenters.....	1.50
Painters and glaziers.....	1.50
Pipefitters.....	2.00
Common labourers.....	1.25
Driver, 1 horse and cart...	2.00
Driver, 2 horses and wagon	3.00

Erection of addition to station at De Lotbinière, Que., Intercolonial Railway; date of contract, September 28, 1908; amount of contract, \$490.00; contractors, Cloutier & Gaudreau, of L'Islet, Que.

FAIR WAGES SCHEDULE.	
Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters.....	\$ 1.75
Painters.....	1.75
Labourers.....	1.25

**Supply and erect three steam boilers in connection with power house at Charlottetown, P. E. I., Prince Edward Island Railway; date of contract, July 4, 1908; amount of contract, \$17,450.00; contractors, Canada Foundry Co., Ltd., of Toronto, Ont.

FAIR WAGES SCHEDULE.	
Trade or Class of Labour.	Rate of Wages, Not less than:
Boilermakers.....	\$2.25 10 hrs.
Boilermakers' helpers....	1.50 10 "
Machinists.....	2.25 10 "
Labourers.....	1.25 10 "
Bricklayers.....	3.00 10 "
Steamfitters.....	2.00 9 "

Erection of an extension to freight shed at Souris, P. E. I., Prince Edward Island Railway; date of contract, September 19, 1908; amount of contract, \$1,380.00; contractor, J. M. Clark, of Summerside, P. E. I.

FAIR WAGES SCHEDULE.	
Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters.....	\$ 1.75
Labourers.....	1.25
Bricklayers.....	3.00
Painters.....	1.75
Driver, 1 horse and cart...	2.50
Driver, 2 horses and wagon	3.50

**Not included in Report of July, 1908.

Erection of extension to freight shed and platform at St. Jean Port Joli, Que., Intercolonial Railway; date of contract, September 28, 1908; amount of contract, \$1,350.00; contractors, Joseph Goulett & John H. Goulett, of Charlo Station, N. B.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters.....	\$ 1.75
Labourers.....	1.25
Painters.....	1.75

Installation of hot water heating plant in station building at Norton, N. B., Intercolonial Railway; date of contract, September 30, 1908; amount of contract, \$774.00; contractor, P. Campbell & Co., of St. John, N. B.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Pipefitters.....	\$ 2.25
Pipefitters' helpers.....	1.75
Carpenters.....	2.00
Painters.....	2.00
Labourers.....	1.50

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount of Order.
Making metal dating stamps and type and making other hand stamps and brass crown seals.....	629.11
Making and repairing rubber dating stamps and type, also other stamps.....	45.33
Supplying stamping material and wooden boxes, and repairing stamping pads.....	1,095.33
Supplying mail bags.....	4,423.67
Repairing mail bags.....	1,195.08
Making and repairing mail locks and supplying mail bag fittings.....	2,996.15
Supplying street letter boxes and Railway Mail Clerks' tin travelling boxes, and repairing portable letter boxes, Railway Mail Clerks' tin travelling boxes, parcel receptacles and street letter boxes.....	1,018.46
Making and repairing miscellaneous articles of Postal stores.....	173.50
Making up and supplying articles of official uniform.....	1,698.90

TRADE DISPUTES DURING THE MONTH OF SEPTEMBER, 1908.

DURING the month of September, the only trade dispute in Canada seriously affecting industrial conditions was a general strike of machinists of the Canadian Pacific Railway Company, through which several thousand men continued out of employment. The strike affected all points on the railway where machinists were employed, the largest number going out at Montreal.

Analysis of Trade disputes during the Month.

Number and Magnitude.—The total number of trade disputes reported to have been in existence in Canada during September was 4, compared with 8 in August, and 24 in September 1907. There were 4 firms and about 8,275 employees affected by trade disputes

during the month, 2 firms and 175 employees being involved in new disputes.

Loss of time in working days.—The loss of time to employees through trade disputes during September amounted approximately to 179,085 working days, compared with 192,600 in August, and 61,075 in September, 1907.

Trades affected by new disputes.—The following table shows the trades affected by new disputes during the month, and the number of workpeople affected in each group of trades.

Trades.	No. of Disputes.	No. of Workers.
Lumbering.....	1	135
General transport.....	1	40
Total.....	2	175

Localities affected by new disputes.—One of the new disputes of the month occurred in the province of Quebec, and the other in the province of Ontario.

Causes of disputes.—The following were the causes of the new disputes of the month.

Cause.	No. of Disputes.
For higher wages.....	1
Objection to delay in payment of wages.	1
Total.....	2

Methods of settlement.—Of the 4 disputes which were in existence during the month, 3 were either definitely terminated, or ceased to affect materially industrial conditions, leaving only 1 dispute in existence at the close of the month. In 1 case, work was resumed by the strikers under the conditions prevailing before the strike, and in the remaining 2 cases the places of the strikers were filled.

Results of disputes.—The employers were successful in each of the 3 disputes which were terminated during the month.

Disputes which Commenced Prior to the Beginning of the Month.

The trade disputes in existence in Canada during September, which commenced in previous months, comprised a strike of machinists of the Canadian Pacific Railway Company, and a strike of iron moulders at Brantford, Ont.

Strike of Machinists of the Canadian Pacific Railway Co.

A strike of about 8,000 employees of the Canadian Pacific Railway Company in the mechanical and car departments, which began on August 5, continued

throughout the month of September. The strike was the result of a notice given by the Company on April 1, cancelling from May 1 schedules then existing with the departments concerned. The dispute was referred under the Industrial Disputes Investigation Act, 1907, and the employees refused to accept the findings of the Board of Conciliation and Investigation appointed under its provisions.* In the course of the month the Company secured large numbers of men to fill the places of the strikers. It is impossible to estimate the effect of this strike on the railway company or on the public, but estimating the number of employees on strike at 8,000 the loss to them in September amounted to 176,000 working days. Including the month of August, the loss to the employees up to the end of September amounted to about 350,000 working days.**

Strike of Iron Moulders at Brantford, Ont.

No settlement was reported in the case of a strike of 100 iron moulders, which took place at Brantford, Ont., on April 1, but the places of many of the strikers had been filled by the company, and general industrial conditions ceased to be affected any longer by the dispute. The strike arose from a complaint of the men that iron supplied to them was not melted sufficiently, and consequently produced bad castings, by which they incurred a loss.

New Disputes.

The new strikes of the month affected saw-mill hands at Sault-au-Mouton, Que., and freight-handlers at Windsor, Ont.

*See the *Labour Gazette* for August, 1908, page 152.

**On October 5, the Department received a telegram from a representative of the striking mechanics to the effect that they had decided to accept the award of the Board of Conciliation.

TABLE OF TRADE DISPUTES DURING THE MONTH OF SEPTEMBER.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of common termination.	Result.	
			Di-rectly.	Indi-rectly.	Directly.		Indirectly.				
					Males.	Fe-males.	Males.	Fe-males.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
<i>Metal trades—</i> Iron moulders.....	Brantford, Ont.....	Strikers alleged that iron was not melted sufficiently, causing bad castings, and consequently loss to themselves....	1		100				April 1	No settlement reported, but places of many strikers were filled, and conditions ceased to be affected.	
<i>Railway service—</i> Railway machinists	Montreal, Que.; Ottawa, Toronto, London, Ont.; Winnipeg, Man.; and other points throughout Canada on line of C. P. Railway.....	Refusal of men to accept majority report of Board of Conciliation, providing for certain changes in conditions at western points.....	1		8,000				August 5	No settlement reported, but places of many strikers were filled.	

DISPUTES WHICH BEGAN DURING THE MONTH.

<i>Lumbering—</i> Saw mill hands	Sault-au-Mouton, Q.	Objection to delay in payment of wages	1		95		40		Sept. 10 Sept. 14	Work resumed; no change in conditions.
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Railway service—
Freight handlers...

Windsor, Ont..... Demand for increase in wages from 20 to 30 cents per hour....

1

40

Sept.

1 Sept.

3 Places of strikers were filled.

* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for the other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned. Mention moreover, is not made of disputes involving less than six employees, or of less duration than 24 hours.

Strike of Saw-mill Hands at Sault-au-Mouton, Que.

On September 10, a strike of saw-mill hands of the Iberville Lumber Company took place at Sault-au-Mouton, Que., in which about 95 men were directly affected and 40 were indirectly affected. According to a report received from the Company, the cause of the dispute was the delay in the payment of wages and an attempt on the part of the men to obtain more regular pay-days, the last wages having been paid on July 31, for June labour. While a large amount was therefore due to the men in wages, the company claimed on the other hand that many of their employees owed the equivalent of their back wages to the company's store. The delay in the payment of wages was attributed to the unfavourable money market and to the fact that the saw-mill and pulpwood slasher had just been organized, and hardly any sales of lumber or pulp wood had yet been made. On September 14, work was resumed under the conditions prevailing before the strike. The strike is reported to have caused a loss of about \$2,000 to the Company, and probably an equal amount to the employees.

Strike of Freight-Handlers at Windsor, Ont.

On September 1, about 40 freight-handlers employed by the Canadian Pacific Railway Company at Windsor, Ont., declared a strike on account of the refusal of the company to grant their demand for an increase in wages from 20 to 30 cents per hour. Two days later the places of the strikers were filled by men from London, Ont., and elsewhere.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of September, and which have been reported to the Department.

INDUSTRIAL ACCIDENTS DURING THE MONTH OF SEPTEMBER, 1908.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment, and resulted in loss of life or limb, or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the bureau of Mines of Ontario and British Columbia, to the office of the factories inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 256 individual workpeople in Canada during the month of September, 1908, were reported to the Department of Labour. Of these, 102 were fatal and 154 resulted in serious injuries. In addition, 2 fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before September, 1908. The number of fatal accidents reported in September, 1908, was 13 less than in the previous month and 6 more than in October, 1907.

Of 128 returns received during the month giving the ages of the victims of industrial accidents, 13 referred to persons under twenty-one years of age, 35 to persons between twenty-one and forty-five, and 6 to persons over forty-five; 74 persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:—

STATEMENT OF ACCIDENTS DURING SEPTEMBER, 1908, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed.	Injured.	Total.
Agriculture	17	35	52
Fishing and hunting	6	..	6
Lumbering	2	3	5
Mining	9	16	25
Building trades	4	19	23
Metal trades	5	30	35
Woodworking trades .....	..	5	5
Printing trades .....	..	1	1
Food and tobacco preparation	2	3	5
Leather trades .....	..	2	2
Railway service	23	12	35
Navigation	7	2	9
General transport	7	10	17
Civic employees .....	..	5	5
Miscellaneous	9	6	15
Unskilled labour	11	5	16
Total	102	154	256

Nature of Fatalities and Accidents.

The disasters of the month involving more than one fatality were the asphyxiation of three well diggers by natural gas, near Stanley, Ont.; the asphyxiation of two well diggers near Regina, Sask.; the killing of two workers by a boiler explosion in a cider mill at Huber's Corners, near Linwood, Ont.; the running down of two section men at English River, Ont.; the suffocation of two workers in the tunnel at Windsor, Ont.; the death of an engineer and a fireman by their train breaking through a wooden bridge near Mineral Springs, Ont., and the drowning of two fishermen at Ingonish, N. S., and off the mouth of the Fraser River, B. C.

Death of Three Well Diggers near Stanley, Ont.

On September 23, three workers were overcome by gas in a well they were digging about eight miles from Stanley, Ont.

Asphyxiation of Two Well Diggers near Regina, Sask.

On September 15, two workmen of Regina lost their lives by asphyxiation in a well they were digging on a farm about twelve miles south of that place. The well had been sunk to a depth of forty feet, and on the previous evening dynamite had been used to remove a rock. One of the workers descended, and on reaching the bottom gave a signal of distress. His companion went to his assistance, but they were both suffocated.

Boiler Explosion at Huber's Corners, near Linwood, Ont.

On September 14, two residents of Huber's Corners, in Wellesley township, near Linwood, Ont., had started the machinery of a plant for the manufacture of cider, when the boiler exploded, killing both of them instantly.

Killing of Two Section Hands at English River, Ont.

On September 23, a west bound C.P.R. passenger train ran into a section gang at English River, instantly killing two section hands.

Suffocation of Two Workers in Tunnel at Windsor, Ont.

On September 15, two hundred men were caught in the Michigan Central tunnel on the Windsor, Ont., side of the river by a fire which started from some unknown cause at midnight, filling the shaft with dense smoke. All of the workers escaped, with the exception of a night superintendent and a labourer, who were asphyxiated.

Railway Accident near Mineral Springs, Ont.

On September 27, freight train No. 60 of the Toronto, Hamilton and Buffalo Railway, had left Brantford about 6 a. m., and was proceeding slowly between Dundas and Copetown, when the engine broke through a wooden bridge near Mineral Springs, a short distance east of Copetown. The engineer and fireman of the train were killed.

Drowning of Two Fishermen near Ingonish, N.S.

On September 3, 1908, while a number of boats were returning from the fishing grounds near Ingonish, N. S., two of the fishermen overloaded their boat, which sank immediately, carrying down both occupants.

Drowning of Two Fishermen off the Mouth of the Fraser River, B.C.

On September 19, during a gale off the coast of British Columbia, a boat containing two fishermen was swamped off the mouth of the Fraser River, B. C., and both men were drowned.

Record by Industries and Trades.

Agriculture.—There were 17 fatal and 35 non-fatal accidents reported in this industry during September, 1908, compared with 33 killed and 35 injured in the preceding month, and 22 killed and 36 injured in September, 1907. Six farmers met death in runaways, 3 each by live stock, by being struck by trains, and by falls, and 1 each by machinery and by falling material. Of the injuries, 8 were caused by explosions, 6 by live stock, 5 each by machinery and by falls, 3 by runaways, 2 each by falling material, by tools and by being struck by trains, and 1 each by molten metal and by flying material.

Fishing.—Six fishermen were drowned in September. In the previous month there were no accidents, and in September, 1907, there were 2 fatalities through drowning.

Lumbering.—There were 2 fatal and 3 non-fatal accidents, as against 9 killed and 13 injured in August last, and 7 killed and 10 injured in September of last year. One of the fatalities was due to machinery and 1 to a runaway. Of the other accidents, 1 was due to a fall and 2 to machinery.

Mining.—Among these workers, 9 were killed by accident and 16 injured during September, compared with 9 killed and 14 injured in the previous month, and 16 killed and 27 injured in September, 1907. Three of the deaths were caused by falling material, 2 each by being struck by cars and by explosions of dynamite, and 1 each by the ignition of gas and by a fall. Six of the serious injuries were caused by falling material, 5 by explosions, 2 by being struck by cars and by the ignition of gas, and 1 by a fall.

Building trades.—During September, 4 fatalities and 19 serious accidents occurred compared with 9 killed and 21 injured in August last, and 2 killed and 18 injured in September, 1907. A carpenter at Lachine, Que., fell off a bridge on which he was working and was drowned; a carpenter at Brockville, Ont., stepped on a rusty nail and died of lockjaw; a carpenter at Cap Santé, Que., was killed by fall-

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES F., No. 59.

TABLE OF FATAL INDUSTRIAL ACCIDENTS DURING THE MONTH OF SEPTEMBER, 1907.

Trade or Industry.	Locality.	Date.	No. killed.	Cause of Fatality.
<i>Agriculture:</i>				
Farmer	Bosanquet, Ont.....	Sept. 2	1	Trampled by a bull.
"	Cowanville, Ont.....	" 12	1	Run over by train.
"	Carleton Place, Ont.....	" 13	1	In a runaway.
"	Sirling, Ont.....	" 9	1	"
"	Andover, N.B.....	" 17	1	"
"	Pictou, Ont.....	" 20	1	"
"	Nanton, Alta.....	" 24	1	Run over by mowing machine.
"	St. Gerard, Que.....	" 23	1	Run over by train.
"	Port Hope, Ont.....	" 11	1	"
"	Beaumont, Que.....	" 8	1	Gored by a bull.
"	Deschambault, Que.....	" 17	1	Kicked by a horse.
"	Mulverton, Ont.....	" 26	1	Thrown from a horse.
"	Three Rivers, Que.....	" 29	1	Fell in barn.
Farmer's wife.....	Near Parry Sound, Ont.....	" 18	1	Killed by falling tree.
Market gardner's wife.....	Ottawa, Ont.....	" 28	1	In a runaway.
Farm hand.....	Arcola, Sask.....	" 7	1	In a runaway.
"	Oak Lake, Man.....	" 13	1	Fell into separator.
<i>Fishing and Hunting—</i>				
Fisherman.....	Off Vancouver, B.C.....	" 12	1	Drowned, skiff capsized.
"	Off Ingonish, N.S.....	" 3	2	" boat swamped.
"	Mouth of Fraser River, B.C.....	" 24	2	" boat capsized.
"	Gaspé, Que.....	" 28	1	" boat capsized.
<i>Lumbering—</i>				
Saw mill hand.....	Weedon, Que.....	" 4	1	Head split open by circular saw.
Logger.....	Markstay, Ont.....	" 24	1	In a runaway.
<i>Mining—</i>				
Miner.....	Glace Bay, N.S.....	" 8	1	Struck by car of coal.
"	Cobalt, Ont.....	" 12	1	Explosion of dynamite.
"	Asbestos, Que.....	" 9	1	Rock fell on him.
"	Glace Bay, N.S.....	" 29	1	Run over by coal train.
"	Nanaimo, B.C.....	" 5	1	Fatally burned by gas igniting.
"	Extension, B.C.....	" 16	1	Fall of rock.
"	Ladysmith, B.C.....	" 15	1	Fall of coal.
Quarryman.....	Windsor, N.S.....	" 2	1	Fell from plaster train.
Prospector.....	Ymir, B.C.....	" 2	1	By explosion of dynamite.
<i>Building Trades—</i>				
Carpenter.....	Lachine, Que.....	" 22	1	Drowned, fell from bridge.
"	Brookville, Ont.....	" 20	1	Stepped on rusty nail, died of lockjaw.
"	Cap Sainté, Que.....	" 28	1	Fell from church steeple.
"	Shields, B.C.....	" 24	1	Fell from a bridge.
<i>Metal, Engineering, and Shipbuilding Trades—</i>				
Structural iron worker.....	Coykendahl, B.C.....	" 24	1	Fell from a bridge.
"	Montreal, Que.....	" 15	1	Iron girder fell on him.
Machinist.....	Ste. Anne de Bellevue, Que.....	" 15	1	Cage of elevator fell on him.
"	Oshawa, Ont.....	" 16	1	Struck in abdomen by piece of emery wheel.
Electrical worker.....	Shawinigan Falls, Que.....	" 21	1	Electrocuted.
<i>Food and Tobacco Preparation—</i>				
Cider mill workers.....	Linwood, Ont.....	" 14	2	Explosion of boiler.

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TABLE OF FATAL INDUSTRIAL ACCIDENTS DURING THE MONTH OF SEPTEMBER, 1907.

Trade or Industry.	Locality.	Date.	No. killed.	Cause of Fatality.
<i>Railway Employees—</i>				
Brakeman	Oak Bluff, Man	" 12	1	Run over by train.
"	L'Epiphanie, Que	" 21	1	Run over by train.
"	Verdun, Que	" 26	1	Run over by train.
Engineer	Near White River, Ont	" 9	1	In a derailment.
Fireman	Blackfields, Alta	" 10	1	In a derailment.
"	Streetsville, Ont	" 26	1	In head on collision.
Construction hand	Campbellton, N.B.	" 1	1	Tree fell on him.
"	LaTuque, Que	" 16	1	Struck by train.
"	English River, Ont	" 23	2	Run over by train.
"	Revelstoke, B.C.	" 21	1	Run over by train.
"	Windsor, Ont	" 15	2	Suffocated in tunnel.
"	Kingsville, Ont	" 12	1	Run over by gravel train.
"	Beancey, Que	" 11	1	Run over by train.
Car inspector	Ottawa, Ont	" 1	1	Run down by yard engine.
Car shop hand	North Bay, Ont	" 17	1	Car fell on him.
"	St. Thomas, Ont	" 24	1	Run over by train.
"	Stratford, Ont	" 8	1	Fell from scaffold.
"	Stratford, Ont	" 28	1	Struck by travelling crane.
Switchman	Fort William, Ont	" 1	1	Fell from train.
Sectionman	Atikokan, B.C.	" 15	1	In a derailment.
"	Montreal, Que	" 4	1	Run over by train.
<i>Navigation—</i>				
Sailor	St. John, N.B.	" 27	1	Struck by train on wharf.
"	Victoria, B.C.	" 9	1	Fell into hold.
Deckhand	Cornwall, B.C.	" 20	1	Drowned, fell overboard.
Dredgehand	Port Stanley, Ont	" 25	1	Drowned, fell overboard.
Longshoreman	Montreal, Que	" 18	1	Crane broke nad fell on him.
"	Montreal, Que	" 29	1	Drowned, fell off wharf.
"	Levis, Que	" 29	1	Drowned, fell from barge.
<i>General Transport—</i>				
Teamster	Ridgetown, Ont	" 26	1	Struck by train at crossing.
"	Windsor, Ont	" 24	1	Run over by vehicle.
"	Montreal, Que	" 22	1	In a runaway.
"	Montreal, Que	" 15	1	Run over by load of sand.
Street car employee	Kingsville, Ont	" 14	1	Run over by car.
Cab driver	Farnham, Que	" 29	1	In a runaway.
"	Bayotville, Que	" 30	1	In a runaway.
<i>Miscellaneous—</i>				
Well diggers	Stanley, Ont	" 23	3	Overcome by natural gas.
"	Near Regina, Sask	" 16	1	Overcome by natural gas.
Clerk	Toronto, Ont	" 1	1	Fell from window, 40 feet.
Hotel employee	Toronto, Ont	" 9	1	Crushed to death in freight elevator.
Chemical worker	Niagara Falls, Ont	" 2	1	Explosion of oxygen gas cylinder.
Domestic	Rice Lake, Ont	" 17	1	Clothes caught fire, burned to death.
<i>Unskilled Labour—</i>				
Labourer	Montreal, Que	" 9	1	Fell from a stairway.
"	Wellington, Ont	" 19	1	Run over by loaded vehicle.
"	Montreal, Que	" 4	1	Run over by train.
"	Montreal, Que	" 19	1	Wooden pulley fell on head.
"	Capelton, Que	" 6	1	Run over by train.
"	Quebec, Que	" 7	1	Drowned, fell from barge.
"	Montreal, Que	" 29	1	By cave in of debris.
"	Winnipeg, Man	" 25	1	Fell 40 feet.
"	Toronto, Ont	" 30	1	Fell 15 feet.
"	St. Joseph Beauce, Que	" 25	1	By cave-in of earth.
"	Toronto, Ont	" 18	1	Drowned, fell from scow.

DEPARTMENT OF LABOUR, CANADA,
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FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT
IN SEPTEMBER, 1907.

Trade or Industry.	Locality.	Date.	No. killed.	Cause of Fatality.
Miner.....	Phoenix, B.C.....	Aug. 25	1	Fall of rock.
Ry. construction hand....	Nominigue, Que.....	" 31	1	Explosion of dynamite.

ing from a church steeple, and a carpenter at Shields, B. C., fell off a bridge and was drowned. Of the lesser accidents, 8 were due to falls from scaffolds, 7 to falls from buildings, 3 to falling material and 1 to flying material.

Metal, engineering and shipbuilding.—Five workers were killed and 30 injured during September, as against 10 killed and 31 injured in the previous month, and 5 killed and 46 injured in September, 1907. Two each of the fatalities were caused by falls and by falling material, and 1 each by flying material and by electric shock. Eleven of the minor injuries were caused by falling material, 10 by machinery, 3 by molten metal, 2 by live stock, and 1 each by electricity, by a fall and by an explosion of steam.

Woodworking.—There were no fatalities and 5 accidents in this branch during September, 1908. The month preceding there were 4 accidents, and in September of last year there were two workers killed and 11 injured. Machinery was the cause of the 5 accidents.

Printing.—Machinery caused 1 minor accident. In the previous month, there were 2 accidents, and in September, 1908, one.

Food and tobacco preparation.—Two workers were killed and 3 injured during September. Two cider mill workers were killed by the explosion of a boiler near Linwood, Ont. Machinery, falling material and the explosion of a bottle of aerated water were each responsible for 1 minor accident. In August, the record was 6 injured; 6 were injured also in September of last year.

Leather.—Two leather workers were injured in September, 1 by machinery and 1 by falling into a vat of boiling tallow. There were no accidents in the previous month, and only 1 in September, 1907.

Railway service.—There were 23 railway employees killed by accident and 12 injured in September, 1908. In August the record was 11 killed and 22 injured, and in September, 1907, 20 killed and 3 injured. Of the deaths, 12 were due to the victim being run over, 3 to derailments, 2 each to falling material, to being suffocated by gas in a tunnel and to falls, and 1 to a collision and to machinery respectively. Of the accidents, 3 each were due to being struck by trains, and to collisions, 2 to falling material, and 1 each to being run over, to being caught between cars, to machinery and to a derailment.

Navigation.—There were 7 of these workers killed and 2 injured during September, compared with 23 killed and 3 injured in August last, and 11 killed and 10 injured in September, 1907. Four fatal accidents were caused by drowning, 1 each by being struck by a wharf engine, by a fall and by machinery. Falling material and machinery were the causes of the other two accidents.

General transport.—In these branches there were 7 killed and 10 injured in September. The record in August was 3 killed and 10 injured, and in September of last year, 4 killed and 16 injured. Being run over caused 3 deaths, runaways 3, and being struck by a train 1. Of the other accidents, falling material caused 3, live stock 2, a runaway 1, being run

over 1, a fall 2, and being struck by a passing object, 1.

Civic employees.—During September, 3 civic employees were injured by falls, 8 at a fire, 1 by the accidental discharge of a firearm, and 1 by falling material. In the preceding month, there were 4 killed and 4 injured, and in September, 1907, 2 killed and 1 injured.

Miscellaneous.—Nine of these workers were killed and 6 injured in September, compared with 3 killed and 27 injured in August, 1908, and 1 killed and 10 injured in September of last year. Five well-diggers were asphyxiated by gas; the other deaths were due, 1 each to a fall, to an elevator, to an explosion of an

oxygen gas cylinder, and to being burnt to death by the victim's clothes catching fire. Of the minor accidents, machinery, an elevator, being run over, electricity, a fall and falling material caused 1 each.

Unskilled labour.—Eleven labourers were killed and 5 injured in September, as against 1 killed and 12 injured in the preceding month, and 2 killed and 17 injured in September, 1907. Three of the deaths were caused respectively by falls, by being run over, and by falling material, and 2 by drowning. Two of the other accidents were caused respectively by falling material and by falls, and 1 by machinery.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour, Ottawa, during September, 1908.

DOMINION REPORT.

Agricultural Immigrants in the Northwest Provinces.

Census and Statistics. Bulletin VI. Immigrants of the Agricultural Class in the Northwest Provinces. Ottawa: King's Printer, 1908. Pages, 69.

A BULLETIN has been issued by the Bureau of Census and Statistics, giving statistics relating to the agricultural immigrants in the provinces of Manitoba, Saskatchewan and Alberta. derived from the census taken in 1906. In the bulletin only the immigrants are included who are occupiers of farm lands, possessing live stock or crops, or both, who had arrived in Canada in the fifteen years following January 1, 1891. Of this class there are enumerated 50,324 families, embracing 205,774 persons. These families owned, in 1906, 194,311 horses, 649,804 cattle and 152,231 swine. The land occupied by them amounted to 11,554,357 acres, of which 2,307,979 acres were in crops. The average of the number of persons per family for immigrants who arrived from all countries in the fifteen years was a little more than 4; the average of cattle per family was nearly

12, and of swine nearly 5. The size of the farms averaged 208 acres, of which nearly 49 acres per farm were in crops. Of the total of 50,324 families, the heads of 33,720 were farmers before coming to Canada; 3,494 were mechanics, 2,148 were traders, 1,050 belonged to the professions, 2,316 were labourers, and 7,596 were of various classes, unspecified.

BRITISH REPORTS.

Wages and Hours of Labour.

Report on changes in Rates of Wages and Hours of Labour in the United Kingdom in 1907, with Comparative Statistics for 1898-1906. London: Wyman and Sons. 1908. Page, 173. Price, 9d.

The Fifteenth Report of the British Board of Trade on Changes in Rates of Wages and Hours of Labour in the United Kingdom shows that wages began to rise towards the end of 1905, culminating in 1907, when the net rise per week amounted to £201,000. The upward movement was arrested in 1908, the net results of the changes during the first six months of the present year being a decrease of £16,000 per week. In 1907, the wages of 1,243,000 workpeople were increased, while about 3,000 people sustained decreases. The effect of the changes calculated from the date of each change to the end of the year was

equivalent to an aggregate increase of £5,821,000, as compared with an increase of £1,419,000 in 1906 and a decrease of £114,000 in 1905.

Of the 1,243,000 workpeople whose wages were increased in 1907, 806,300 were employed in coal mining and 17,000 in other mining, 252,000 in the textile industries, 69,300 in the manufacture of iron and steel, and 46,900 in the engineering and shipbuilding trades. Of the 3,000 workpeople whose wages were reduced, 2,000 were employed in shipbuilding yards.

The changes in hours of labour reported affected 36,200 workpeople, of whom 35,400 had their hours reduced. Of the workpeople whose hours were changed, 14,400 were in the building trades and 12,100 were in the textile trades.

Unemployment in England and Wales.

Return as to the Proceedings of Distress Committees in England and Wales, and of the Central (Unemployed) Body for London, under the Unemployed Workmen Act, 1905, during the year ended the 31st day of March, 1908. London: Wyman and Sons: 1908. Pages 35, price 33d.

During the year ended March 31, 1908, 90,057 applications for help were received by 98 Distress Committees in England, and Wales 3,032 of the applicants being women. In the previous year the number of applicants was 87,001. The total number of men who applied to Distress Committees represented 2.1 per cent. of the working male population of the districts in which the committees were situated, compared with 1.9 per cent. in 1906-7, and 2.4 per cent. in 1905-6. The increase in 1907-8 occurred chiefly in London, where the increase was 4,443 in excess of the preceding year. Many of the districts outside of London showed a diminished number of applicants, but in Sunderland, the number rose from 1,409 to 5,421 in the two years, the increase being attributed partly to depression in the shipbuilding trades and partly to industrial disputes. Over half the applicants belonged to the general

or casual labour class, and nearly one-fifth to the building trades. Work was provided for a number of the unemployed on farm colonies established by the Distress Committees of Southampton, Leicester, West Ham, Manchester and London. Assistance was given to 6,066 persons who wished to emigrate, most of whom proceeded to Canada or Australasia, during the first half of the year. Only 89 persons were assisted to Canada in the latter half of the year, in consequence of restrictions placed on immigration by the Canadian authorities, and some diminution in the amount of employment available.

UNITED STATES REPORT.

Industrial Accidents in Illinois.

First Report, Bureau of Labour Statistics. Industrial Accidents in Illinois for the six months ending December 31, 1907. Springfield, Illinois, State Printers, 1908. Pages, 149.

By an Act passed by the legislature of Illinois, which came in to force on July 1, 1907, it was made compulsory for all employers of labour in that State to report to the State Bureau of Labour Statistics every accident to their employees when engaged in work, entailing a loss of thirty or more days' time, or death. The first report of the Bureau dealing with the returns received during the latter half of the year 1907 shows that during this period there were 298 persons killed and 1,094 injured in Illinois, when at work. Out of the total number killed, 100 were employed in coal mining and 141 on railways, these two industries alone accounting for 80.9 per cent of all the employees killed. Of the 1,094 employees who lost a month or more through injuries, 456 were hurt on railways of all kinds, 302 in manufacturing establishments and 287 in coal mines. The number of injured employees of steam railroads, factories and coal mines comprised 91.5 per cent. of the total number injured in all occu-

pations. These three industries, however give employment to by far the larger number of workers.

OTHER REPORTS RECEIVED.

Ontario.—Twenty-ninth Annual Report of the Ontario Agricultural and Experimental Union, 1907.

Feeble-minded in Ontario. Second Report and Census, by Dr. Helen MacMurchy.

Great Britain.—Minutes of Evidence given before the Committee appointed to inquire into the Scientific and Statistical Investigations now being carried on in relation to the Fishing Industry of the United Kingdom, together with Appendices to the Report.

United States.—Surplus Products, Missouri Counties, 1907. Compiled and published by the State Labour Bureau of Missouri.

Austria. — Arbeitszeitverlängerungen (überstunden) im Jahre 1907 in Fabriksmaszigen Betrieben.

Italy.—Ufficio del Lavoro. Atti del Consiglio superiore del Lavoro. XI Sessione. Febbraio, 1908,

Spain.—Instituto de Reformas Sociales. Estadística de las Instituciones de Ahorro, Cooperacion y Prevision on 1 de Noviembre de 1904.

Instituto de Reformas Sociales. Congresos Sociales en 1907.

Instituto de Reformas Sociales. Preparacion de las Bases para un Proyecto de 1 ley de Accidentes del Trabajo en la Agricultura.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopsis of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

ONTARIO CASES.

The Metallic Roofing Company vs. the Sheet Metal Workers' Union.

An application of the Metallic Roofing Company vs. the Toronto Sheet Metal Workers' Union for a stay of execution of the judgment given by the Privy Council in favour of José et al. officers of the Sheet Metal Workers' Union at Toronto, Ont., has been refused. The judgment was for the costs of the appeal to the Privy Council, which was decided against the company. It was held by the Court that a judgment of the Privy Council is payable forthwith as soon as the amount is fixed. In the present case, the costs amount to about £423. The Privy Council also gave the Union the costs of the two Ontario appeals, but these have not yet been taxed.

Strikers Fined.

The second vice-president of the International Association of Machinists was fined \$3.00 and costs in the Ottawa, Ont., police court on a charge of using insulting language. It was sworn that he had called one of the strike-breakers a "scab." A charge of trespassing, preferred at the same time, was dismissed, as it was not held clear to what part of the railway yards the public had right of access.

A fine of \$20 was imposed on a striker at Montreal on a charge of intimidation. A striker who interfered with the Montreal police when other strikers were being arrested was fined five dollars.

Brakeman Liberated.

After serving three months of a nine months' sentence, a Canadian Pacific Railway brakeman, Richard Newton, found guilty of criminal negligence in

having wantonly opened a switch at Guelph, Ont., junction, thus causing a collision, has been liberated.

NEW BRUNSWICK CASE.

Four Italians were sentenced to serve two years in the penitentiary on a charge

of obstructing the construction of the International Railway. The men had organized a strike, and had intimidated the workers with revolvers and other weapons, and their arrest by the police was effected with some difficulty.

THE LABOUR GAZETTE

NOVEMBER, 1908.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF OCTOBER, 1908.

I.—GENERAL SUMMARY.

DURING the month of October, a further improvement in industrial and labour conditions was reported, as compared with the earlier months of the season throughout Canada. The grain crop of the west is being marketed with unprecedented rapidity, and inspection has proved that it is uniformly of excellent quality. The yield also promises to be up to anticipations, and a general revival in trade is expected as soon as the returns reach the hands of the producers. The banks have met all demands for currency in connection with the moving of the crops, and though a car shortage has caused delays and losses in some localities, no general inconvenience has been reported. The same conditions prevailed in Ontario and the eastern provinces, where the agricultural yields have been favourable, and where the outlook is for steady improvement in trade and general industry. Manufacturing, though somewhat more active than in September, was still characterized by caution. Lumbering remained dull throughout Canada, and quietness is generally anticipated until the spring of 1909. Coal mining was less active than in September, but the metalliferous mines were producing steadily. Immigration returns fell below those of October, 1907. In the cities, the general labour market was well supplied, and an oversupply was anticipated in some localities with the close of the season of outdoor

activity. With the completion of harvesting and threshing, a number were already returning from the rural districts, though the marked activity of railway construction operations and the prevalence of unusually fine weather, by enabling work on civic improvements, building, etc., to make rapid progress, absorbed a large number who would otherwise have been out of employment.

Changes in Wages and Hours of Labour.

Schedule rates of wages were for the most part stationary throughout Canada. Compared with the corresponding season of 1907, the most noteworthy feature is the lower rate prevailing in the lumbering industry. The shingle mills at St. John, N. B., resumed operations during the month with a reduced wages scale. Harvesters' and threshers' wages have been about the same as last year, with a tendency downward in some localities (†). By an award under the Industrial Disputes Investigation Act, an increase was recommended under certain circumstances to clerks employed on the Intercolonial Railway system. (‡).

† A table of comparative wages among these classes in western Canada is published elsewhere in the present issue.

‡ The full text of this award is published elsewhere in the present issue.

Cost of Living.

Prices have been firm in nearly all departments. Wheat and grain have been steady, but butter and eggs were very high for the season. Meats were slightly downward in price. Vegetables, and especially potatoes, were easier. Fruit was steady, with an upward tendency. Lumber and other building materials have been rather weak, but metals were steady with prices upward at the close of the month. Real estate and rentals remained firm.

Interruptions to Industry.

The number of trade disputes in existence during October was one less than in September, and there was a decrease of about 143,077 in the number of working days lost. Compared with October, 1907, there was a decrease of 18 in the number of disputes, and a decrease of about 25,470 in the number of working days lost.

The strike of machinists and mechanics of the Canadian Pacific Railway Company was settled after lasting for two months on October 5.

Among industrial establishments, etc., destroyed by fire or through other causes during October, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scotia.—Glass factory at Trenton, loss, \$4,000. Barn at Whitney Pier.

On October 19 the schooner "Regina" was run into by the steamer "John Irwin" at the mouth of Halifax harbour and sank. The barkentine "Nora Wiggins" became unseaworthy and was abandoned at sea off Yarmouth, loss, \$1,700.

Prince Edward Island.—Drug store, public hall and dwellings at O'Leary, loss, \$10,000; large outbuildings and barns on stock farm three miles from Charlottetown, loss, \$18,000.

New Brunswick.—Saw mill, lumber and a bridge at Burtt's Corner, loss, \$22,000; saw mill at Lepreaux, loss, \$15,000; school house at Richibucto.

Quebec.—Photographing establishment at Indian Lorette, loss, \$1,900; at Montreal, abattoir and 130 hogs, loss, \$5,000; cotton and wool waste warehouse; shoe supplies establishment, loss, \$8,000; stable and contents, loss, \$5,000; roundhouse at Mile End, loss, \$40,000; Grand Trunk ticket office and hotel, loss, \$25,000; morgue and undertaking establishment, loss, \$15,000; drug store, loss, \$15,000; saw mill at Mile End; roundhouse at Outremont, loss, \$15,000; planing mill and leather store at Quebec, loss, \$4,000; outbuildings at St. Paul l'Ermite, loss, \$4,000. Barns at Bury, Pigeon Hill and Napierville.

Forest fires caused heavy damage in the Eastern Townships and also on the Quebec side of the Ottawa River.

Heavy fog and smoke during the last weeks of the month seriously impeded navigation on the St. Lawrence some vessels being delayed as much as a week or ten days.

Ontario.—The dredge "Gladiator" at Amherstburg loss, \$100,000; outbuildings at Bowmanville, loss, \$2,000; carriage works at Bradford, loss, \$10,500; fair building at Essex, loss, \$3,500; general store and blacksmith's shop at Fitzroy Harbour; clothing store at Guelph, \$7,000; specialty works at Hamilton, loss, \$3,000; piano factory at Listowel, (75 men thrown out of employment); outbuildings and contents at Mattawa; outbuildings at Melancton, loss, \$2,000; rooming house at Mimico, loss, \$8,500; shop and boarding house at Niagara Falls, loss, \$3,500; hotel, two residences and stables at North Bay, loss, \$25,000; grocery store and law office (partial) at Ottawa, loss, \$1,000; saw mill at Oliphant, loss, \$7,000; store and dwelling at Ottercliffe; blacksmith's shop, stable and sheds at Portsmouth, loss, \$1,000; roller skating rink at Niagara Falls; business portion of the town of Matheson, loss, \$75,000; at Toronto, curling club, loss, \$10,000; drying kiln, loss, \$1,600; dental parlour, loss, \$1,500; hotel and railway station at South Indian, loss, \$3,000; hotel at Westboro, loss, \$15,000. Barns at Augusta, Barrie, Bayside, Perry Station and South Norwich.

Forest fires destroyed several buildings in Dummer township.

On October 24 the mail steamer "Iroquois" ran on a rock near Spanish Mills on Lake Huron, took fire by the upsetting of the cooking stove and was burned to the water's edge.

Manitoba.—Elevator and 5,000 bushels of wheat at Macdonald.

Saskatchewan.—Warehouse at Indian Head, loss, \$10,000.

Alberta.—Business portion of the town of Stettler.

In the last week of October a heavy blizzard swept over portions of Alberta, and caused the loss of some lives and considerable damage to cattle.

Agriculture.

Agriculturists had a very busy month throughout Canada. The weather was fine and warm, facilitating the threshing and marketing of the grain crop and the gathering of the root crop. Prolonged lack of rain prevented ploughing in some sections, and though pastures showed an improvement owing to showers in the closing week of the month, the output of the dairy branch was diminished and a shortage in the production of cheese is expected. Some dry rot in the root crop was also reported. Lack of water for stock caused inconvenience and resulted in the sale or slaughtering of an unusual number of cattle.

In the Western provinces, threshing was nearly completed, and an unusually large amount of grain had been marketed before the close of the month. Most of the large threshing outfits were housed and farmers were turning their attention to fall ploughing and preparations for

winter. The latest reports with regard to the yield continued very favourable, both as to quantity and quality. A number of grain dealers and stock dealers complained of a shortage of cars, especially in Alberta and Saskatchewan, but in Manitoba conditions were reported satisfactory. The newly seeded winter wheat in Alberta was reported in first-class condition, a snowfall having saturated the ground and provided moisture for the growing crop.

The Western Grain Standards Board convened at Winnipeg, Man., on October 6, for the purpose of selecting the commercial grades for the year. The grades of 1907 were adhered to as closely as possible. The exceptionally fine threshing weather of the present year has left the grain a much better colour than in 1907. The character of the flour produced by western wheat of the present year's crop has been pronounced satisfactory in western Canada, but eastern millers and bakers have found it less white than usual, and somewhat deficient in gluten quality.

The Department of Agriculture of Saskatchewan estimates the crop of the year as follows:—

	Acreage.	Yield in bushels.	Average per acre.
Wheat.....	2,237,058	43,539,608	18.34
Oats.....	1,170,452	41,663,065	35.59
Barley.....	101,033	2,695,113	26.67
Flax.....	141,451	1,570,000	11.10

In 1907, the wheat production was 27,691,601 bushels, so that there has been a gain of nearly 16,000,000 bushels, or 58 per cent. Oats last year were 23,324,903 bushels, the gain being 78 per cent. In 1898, Saskatchewan's production was only 4,780,440 bushels of wheat and 1,589,412 bushels of oats.

The outlook is for a heavy exportation of cattle from the western provinces, more having been already shipped than during the whole season of 1907.

The wheat yield of Ontario, according to reports received at the Department of Agriculture, is estimated at 17,364,000 bushels, an average of 21 bushels per acre. The oat crop is estimated at 108,794,000 bushels, an average of 35 bushels

per acre. The barley crop, 21,570,000 bushels, an average of 29 bushels per acre. The hay and clover crop, 5,329,000 tons, an average of 1½ tons to the acre.

In the Maritime Provinces, the crops have generally shown excellent quality and yield. Potatoes and buckwheat were heavy. A fair crop of oats and hay was gathered in good condition. Fruit and vegetable crops were excellent, and the dry weather caused no serious loss. Prices have been satisfactory, those of dairy products being particularly high.

The October issue of the Census and Statistics Monthly, with reference to the crops and live stock of Canada, estimated the total yield of wheat at 115,651,000 bushels; of oats, at 267,651,000 bushels, and of barley, at 50,723,000 bushels. In Manitoba, Saskatchewan and Alberta, the estimated total production of wheat is 95,818,000 bushels; oats, 105,481,000 bushels, and barley, 26,362,000 bushels.

The dry, warm weather was not favourable for fruit. Fall and early varieties of apples matured too rapidly, though a good average yield was gathered, especially in Nova Scotia.

There are now over 80 cow-testing associations operating in Ontario, Quebec, Nova Scotia, New Brunswick, Prince Edward Island and British Columbia, and about 6,000 cows are being recorded regularly under a simple system.

Fishing.

Conditions were somewhat quiet in the Maritime Provinces. The market was well supplied, but no large catches of mackerel or other fish were reported. Dog fish did some damage along the Nova Scotia coast. In Prince Edward Island, some good catches of oysters were made. The lobster catch was fair, the total value being higher than last year; about 15,000 cases were shipped from Halifax, N. S., to European markets, the average price per case of 48 tins being \$16.00. Preparations for smelt fishing were under way. An order-in-council was passed by the Department of Marine and Fisheries, Canada, prohibiting the use of gill nets for catching smelts, except under special license, and then only

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue, several trades and industries throughout the Dominion. This table has reference only to the amount of employment headings in the *Gazette*. In tabulating the information in question, the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural operations.	Fishing.	Lumbering (including saw-milling.)	Mining.	Manufacturing.	Railway construction.	Building Trades.
<i>Nova Scotia—</i>							
Sydney.....	Busy	Dull	Dull	Quiet	Busy		Active
Westville.....	Busy	Quiet	Dull	Active	Active		Quiet
Halifax.....	Active	Quiet	Dull		Quiet		Quiet
Amherst.....	Busy		Dull	Busy	Active		Active
<i>Prince Edward Island—</i>							
Charlottetown.....	Busy	Active			Active	Active	Active
<i>New Brunswick—</i>							
Moncton.....	Very Busy		Dull		Active	Very busy	Active
St. John.....	Active		Quiet				Quiet
Newcastle.....	Busy	Quiet	Active			Active	Active
<i>Quebec—</i>							
Quebec.....			Active				Active
Sherbrooke.....	Active		Quiet		Active		Active
Three Rivers.....	Busy		Busy		Active	Active	Very busy
St. Hyacinthe.....	Busy				Active		Quiet
Maisonneuve.....	Busy				Quiet		Active
Montreal.....	Active				Quiet		Active
Hull.....			Quiet	Dull	Busy		Active
<i>Ontario—</i>							
Ottawa.....	Active		Dull		Quiet		Active
Kingston.....	Busy	Quiet	Quiet		Quiet		Active
Belleville.....	Busy	Active		Quiet	Active	Active	Active
Peterborough.....	Busy		Quiet	Active	Quiet		Active
Toronto.....	Busy			Dull	Quiet		Active
Niagara Falls.....	Busy				Active		Quiet
St. Catharines.....	Busy				Active		Active
Hamilton.....	Busy				Quiet		Active
Brantford.....	Busy				Quiet		Active
Guelph.....	Active				Active		Active
Berlin.....	Busy				Active		Quiet
Woodstock.....	Busy				Active		Active
Stratford.....	Busy				Active		Active
London.....	Busy				Dull		Quiet
St. Thomas.....	Busy				Active	Active	Active
Chatham.....	Busy				Active		Active
Windsor.....	Busy				Active		Active
Sault Ste. Marie.....	Active		Quiet		Active		Quiet
Port Arthur and Fort William	Active	Busy	Busy	Active	Active	Busy	Active
<i>Manitoba—</i>							
Winnipeg.....	Busy				Active	Very busy	Active
Brandon.....	Busy						Quiet
<i>Saskatchewan—</i>							
Regina.....	Busy				Active	Busy	Active
Moose Jaw.....	Busy					Busy	Active
<i>Alberta—</i>							
Calgary.....	Very busy			Quiet	Active		Dull
Edmonton.....	Busy			Quiet		Busy	Active
Lethbridge.....	Busy			Quiet		Busy	Quiet
<i>British Columbia—</i>							
Nelson.....	Busy		Quiet	Active			
New Westminster.....	Active	Active	Dull				Quiet
Vancouver.....	Active	Quiet	Dull				Quiet
Victoria.....	Active		Active				Active
Nanaimo.....	Quiet	Quiet	Active	Quiet		Active	Quiet

CANADA DURING THE MONTH OF OCTOBER, 1908.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken of wage changes; trade disputes and kindred phenomena are treated under separate order indicating in each the degree to which general conditions were favourable or unfavourable, as follows: (1) active.

[illegible]

between October 15 and February 15, the fee to be one cent per fathom of net used.

Some fair catches of white and rough fish were reported on Lakes Ontario and Superior.

In British Columbia, some good catches of cohoes, spring salmon and steel heads were made on the Fraser River, but most of the canneries had closed for the season. Herring fishermen have had a poor year. The whale fisheries off the west coast of Vancouver Island have had a very prosperous season, two steamers having taken over 600 whales during the summer. The steamer *St. Lawrence*, operating from Kyuquot, took 318 whales, including 241 humpbacks, 66 sulphur bottoms, 10 fin-backs and one sperm whale. The crews' earnings ranged from over \$300 to \$400 each for the season.

The first of the sealing fleet arrived at Victoria, B. C., about the middle of the month, bringing news that the eight schooners from Victoria had 3,863 skins, almost double the catch made by twelve schooners last year. The average catch per vessel has been higher than for five years past.

The Pacific Coast Fisheries' Company, Limited, has been incorporated with a capital of \$300,000, for the purpose of engaging in the fishing industry in northern waters.

Lumbering.

Conditions in Ontario and the eastern provinces showed little change from the preceding month. Trade remained dull, and in some sections sawing was discontinued owing to low water resulting from the prevailing drouth. At Ottawa, Ont., for example, a considerable loss of employment was occasioned in this way. Yards were exceptionally full, though the sawmill cut of pine has been considerably lower than last year. With shipments dull, the outlook is for a general curtailment in the cut during the coming winter. The manufacture of shingles was resumed at St. John, N. B., after being stopped for about six months through a disagreement with regard to the wages scale. The wages now being paid are \$2.00 per

day to sawyers and \$1.70 per day to bunchers. The work of preparation for the winter camps was actively in progress, and some large gangs left for the woods during October. The prevailing low wages had the effect of diminishing the number of men offering for this employment, but manufacturers were still able to select experienced help.

The quantity of logs on hand in British Columbia is estimated at 60,000,000 feet less than at the corresponding time of last year. Loggers in this province were busy getting out cedar for export to the United States, October 31 being the last day on which it was permitted to export logs. In British Columbia, a movement to raise prices by the proprietors of the mountain mills was checked by the refusal of the coast millmen. The Canadian Pacific Lumber Company of Port Moody, B. C., whose mill has been closed down for some time, resumed operations recently, and is now producing 150,000 feet per day. A deputation of lumber manufacturers interviewed the government of British Columbia to request the introduction of legislation with regard to royalties, tenures and fire protection during the coming session of the legislature.

Mining.

In Nova Scotia, a quiet winter is anticipated in the collieries; orders have recently fallen off, and there is a large amount of competitive coal in the markets. This applied particularly to the Pictou and Cape Breton coal fields; the Springhill areas were being very actively worked.

In Quebec, mica mining was dull, but the asbestos plants were fairly active.

The report of the Ontario Bureau of Mines for the first six months of the present year show that the metalliferous mines and works of the province produced over \$8,000,000 worth of ore.

The total output this year of the Cobalt, Ont., camp, up to October 20, was upwards of 18,000 tons. The output for the current year will show not only an increased tonnage, but it is expected that the tonnage will be of higher average values, as many of the mines are shipping

concentrates in lieu of the second grade ore that was shipped last year. The Larose mine has shipped about one-fifth of the camp's output this year. Up to October 1, the Cobalt camp had paid about \$2,200,000 in dividends.

In Alberta, the coal output was hampered by a scarcity of cars, but the mines were working steadily.

A return prepared by the Provincial Information Bureau of Saskatchewan showed that the output of the coal mines of that province during the year ended May 31, 1907, was 153,194 tons, valued at \$259,019 at the pit's mouth. The coal is largely consumed in the province for domestic purposes.

The Rossland mines were working steadily, maintaining regular shipments. Ore shipments from the Kootenay and Boundary districts were heavy, though the extensive improvements in progress at the Granby smelter curtailed receipts to two-thirds of the capacity of the plant. Several additions were made to the shipping list, and the Trail smelter handled a record output for the Consolidated Smelting Company. The shut-down of the boundary smelters in the earlier months of the year will not affect the total ore output to as large an extent as was anticipated. A large oil refinery, to cost \$150,000, will be erected at Port Moody, B. C. The annual capacity of the plant will be 72,000 barrels.

On Vancouver Island, there was a falling off in the coal production, and some diminution of working forces took place. The Crow's Nest mines were working steadily.

It is estimated that the production of gold in the Yukon, which was valued at \$3,150,000 in 1907, will considerably exceed that total this year, owing to improvements in the methods of hydraulic mining and to the large scale on which dredging is performed, as well as the lengthening of the season of work and the cheapening of power. The large ditch of the Guggenheim Company, which gave employment all summer to over 2,000 men, is nearing completion. The ditch carries the water a distance of 70 miles at a sufficient elevation to handle the workable gravels.

Manufacturing.

Though conditions in several important sections showed little change compared with September, there was, on the whole, an improvement in the manufacturing industry, as compared with the preceding month. Shipments were on an increasing scale, and though pronounced expansion is not encouraged, the outlook is better than for some time past. Low water caused embarrassment to plants dependent on water power. The elections in Canada and the United States had also an unsettling effect on trade. Among branches which were particularly active were the manufacture of iron and steel, cement and pulp. The steel plants at Sault Ste. Marie and at Sydney, N.S., were busy. The plant of the Nova Scotia Steel and Coal Company, of Sydney Mines, N. S., produced the largest output in its history, namely, 70,182 tons of coke, 8,000 tons of steel, 6,000 tons of pig iron and 860 tons of coke. Confectionery plants and flour mills were also busy, and cotton mills reported an improvement. Clothing and boot and shoe factories were dull.

Fruit and vegetable canneries closed down after an exceptionally busy season. There are now 64 establishments of this kind in Ontario alone, employing over 6,750 hands, and paying out over \$800,000 for product.

The new cotton mills of the Wabasco Cotton Company were opened at Three Rivers, Que. A plant has been erected at a cost of \$750,000, and it is expected that \$250,000 in addition will be spent on extensions. About 500 hands will be employed in the production of high grade cottons.

The Dominion Car and Foundry Company of Montreal, Que., which has been closed down for some time through lack of orders, was reopened on an order of 500 cars for the Canadian Pacific Railway Company.

At the annual meeting of the Ogilvie Flour Milling Company, Limited, held at Montreal, Que., on October 8, profits of \$511,473 were declared on capital stock outstanding of \$2,500,000. The company's open accounts were reduced from \$1,118,143 to \$507,331 during the year.

The managing director of the company stated at the meeting that the Northwest wheat crop of the present year would reach 120,000,000 bushels.

The annual statement of the Lake of the Woods Milling Company for the year ended August 31, 1908, issued in October, showed profits of \$410,869. The earnings on common stock were 2 per cent. in excess of those of 1906, and about 3 per cent. below those of 1907. A surplus of \$875,345 was carried over.

Railway Construction.

The month was very active, especially in the province of New Brunswick and west of Lake Superior. In the former province, the construction of the National Transcontinental line absorbed some additional labour, and good progress was reported. The contractors on the Moncton-Chipman section expect to be able to turn the section over to the government in about a year's time. The work at present under way includes rock and earth cuttings, building of culverts, erection of telegraph poles and laying of rails.

In western Canada, steady progress in the construction of the Grand Trunk Pacific and its branch lines was reported. The work will be continued as actively as possible throughout the coming winter, and a large number of men will be given employment. The company will be running its trains into Edmonton, Alta., early in the new year. West of Edmonton, also, construction operations were actively in progress. In British Columbia, it was announced that tenders for the construction of about 300 additional miles of the Grand Trunk Pacific Railway would be called for shortly. Men were in demand for work along the line in British Columbia during the winter months at wages from \$2.25 upwards. About 1,500 men are at present at work on the portion of the line being constructed along the Skeena river.

The Canadian Pacific Railway Company was also actively engaged in western Canada, some 42 engines and a large number of cars being at work on the construction of the double track line from Winnipeg to Fort William. A number of the former were released for the grain move-

ment early in October, the company being able to use the 250 miles of double track eastward from Winnipeg without a break, and the balance of the distance, with the exception of a break of 9 miles. On the Bulyea-Regina line, work was being expedited, and the Moose Jaw-Edmonton branch was proceeding rapidly. On Vancouver Island, work was active on the extension of the Esquimault-Nanaimo branch.

In Nova Scotia and Prince Edward Island, some surveys were in progress, and in Quebec the Canadian Pacific Railway Company had a force employed in strengthening bridges. The Canadian Northern Railway Company had a number of camps at work in Quebec and in the prairie provinces.

The shops of the Intercolonial Railway system at Moncton, N. B., were completed, and the installation of machinery was taking place.

General Transport.

The chief feature of the month in transport was the unprecedentedly heavy movement of grain from the northwest provinces. This was owing to the exceptionally early date at which threshing was begun this year. During the first month of the movement, some 10,339,350 bushels of wheat passed inspection at Winnipeg, Man. The total number of cars of all grades carried was 11,018, compared with 7,085 in September, 1906, and 6,283 in September, 1905, the harvest of 1907 being too late to render comparison of value. Up to October 15, over 17,350,000 bushels of wheat had passed inspection, and of these, 16,000,000 had reached the head of the lakes, being about one-fifth of the estimated wheat crop. It is expected that 45,000,000 bushels will be moved before navigation closes, over 500 cars being passed through Winnipeg daily. Allowing 27,000,000 bushels for seed, feed and grinding in the west, approximately 75,000,000 bushels will be available for export. The inspection tests showed the quality of the grain to be uniformly excellent, a large portion being of the higher grades. The financing of the crop movement proceeded smoothly, there be-

ing plenty of currency to take care of the business offered. It was stated that a larger percentage of wheat than usual has been shipped direct by the farmers. On an average, over 80 cents per bushel is being received by the producers. As illustrating the nature of the movement, it may be stated that 230 cars were received at Port Arthur, Ont., on September 30, over the Canadian Northern Railway alone, this being the largest receipt ever recorded in this connection. The Grand Trunk Pacific Railway Company has already 45 elevators in operation throughout the west. It was announced that the construction of an elevator of 3,000,000 bushels capacity and of other terminal facilities would be begun at an early date by the company at Fort William. The contracts for six elevators in Manitoba were awarded during October by the Scottish Co-operative Wholesale Society. A shortage of cars was reported at certain points on the Canadian Pacific Railway system in Saskatchewan and Alberta.

The grain-carrying fleet on the great lakes was employed to its fullest capacity. Some delay in shipments was occasioned by smoke from bush fires. An official summary of the traffic through the Sault Ste. Marie canals during September is as follows:—

	U.S. Canal.	Can. Canal.	Total.
Vessel passages No....	1,677	711	2,234
Registered tonnage, net.....	3,494,588	1,456,076	4,950,664
	Net tons.	Net tons.	Net tons.
<i>Freight:</i>			
East bound.....	3,297,969	1,807,672	5,105,641
West bound	1,032,486	315,231	1,347,717
Total freight.....	4,330,455	2,122,903	6,453,358

In other sections of Canada, traffic by land and water was fairly active. Railways were benefitted by the excellent weather conditions, but navigation on the St. Lawrence was seriously impeded by smoke and haze. The employment of ship labourers and longshoremen was affected by these conditions.

Canadian Pacific Railway earnings for October showed a substantial increase but Grand Trunk Railway earnings declined as compared with October, 1907.

The gross receipts of the harbour commissioners in Montreal, Que., from the opening of navigation until October 1, were \$234,846, an increase of \$3,016 over 1907. The tonnage and number of sea-going vessels entering the port also show an increase over last year, being 579 and 1,514,000 in 1908 as compared with 571 and 1,479,000 respectively in 1907. On October 14 the Minister of Marine and Fisheries drove the last rivet in shed number eleven of the Montreal Harbour, thus completing the steel erections of the fourteen two-storey sheds on the high level wharves.

At the annual meeting of the shareholders of the Canadian Pacific Railway Company on October 7, formal authority was given to the directors to increase the capital stock of the company from \$150,000,000 to \$200,000,000, as required. The obtaining of control of the Alberta Railway and Irrigation Company was also approved. Referring to the recent increase in rolling stock, the president stated:—

In six years, 1902 to 1908, there was an increase in equipment of 659 locomotives, 842 sleeping cars, and day coaches and 25,190 freight cars at an approximate cost of \$37,000,000. This was equivalent to one locomotive every three working days, one passenger car every two days, and 14 freight cars every day during the entire period of six years, and yet the prospects were that within the next six weeks, the demand would be in excess of the supply of freight cars.

The annual report of the Canadian Northern Railway Company showed an increase in both gross and net earnings for the year ended June 30, 1908. Fixed charges have also increased. Passenger receipts showed an advance of 26 per cent. The increase in working expenses is due to comparatively large expenditures in bringing up the standard of the roadbed and track, enlarging station accommodation, etc. It was stated that the revenue arising from the movement of the crop of 1908 would far exceed that of any pre-

vious year. The Brandon-Regina line was all but completed during the year. The total gross earnings were \$9,708,462, compared with \$8,350,198 in 1907. Total expenses were \$6,670,776, compared with \$5,424,163 in 1907.

A booklet was issued by the Grand Trunk Railway Company in September dealing with the progress made by the system during the period 1896-1907, showed that in the time mentioned, \$17,677,927 had been spent on improvements, of which \$6,250,000 was spent on new rolling stock. Gross earnings, which in 1896 totalled \$22,631,988, increased to \$45,040,596 in 1907. In 1907, 10,722,598 tons of freight were carried, an increase of 11 per cent. and 13,854,886 passengers, an increase of 71 per cent.

A trial telephone despatching circuit was equipped on the Canadian Pacific Railway line between Montreal and Farnham, Que., a distance of 44 miles, and was placed in operation in June last. Since then, no despatching has been done by telegraph between these points. The system has been found satisfactory, and the circuit is now being extended a further distance of 64 miles.

A conference was held during October between the Board of Railway Commissioners and representatives of railway companies and railway employees for the purpose of discussing certain proposed regulations affecting brakemen, telegraph operators, etc.

Street and electric railway traffic was fair for the season, interurban lines being less active than earlier in the season. In the closing week of the month, the street railway system of Edmonton, Alta., began operations. This is the first street railway system to be inaugurated between Winnipeg, Man., and the Pacific coast. The financial statement of the Montreal Street Railway Company for the year ending September 30, 1908, was issued during October. Gross earnings were \$3,677,432, compared with \$3,503,643 in the preceding year. Operating expenses were \$2,158,394, compared with \$2,104,653 in 1907. The net earnings were \$1,519,038, an increase of \$120,048 over last year. The city received \$242,321 as its percentage of earnings. The

improvements to existing lines and the opening of new routes were a constant drain on the finances of the company during the year.

The Trades.

Building.—The prevailing fine weather enabled good progress to be made on outside operations. There has been a general increase since September 1, in the amount of building projected and in the activity of most of the trades. At Winnipeg, Man., permits were issued in September to the value of \$477,400, compared with \$385,000 in September, 1907. At Vancouver, B. C., permits were issued in September valued at \$313,755. At Montreal, Que., and Toronto, Ont., also, there has been a marked increase in activity during the past few weeks. For the entire year, however, the returns will be considerably below those of 1907, and the amount of work on indoor finishing to be completed during the coming winter will be less than last year.

Metal and woodworking.—These trades had a fair month as compared with earlier in the year, but were less active than at the corresponding period of 1907. The woodworking trades were, for the most part, quiet, though coopers were very busy.

Printing.—The printing and allied trades had a busy month owing, in part, to the holding of the Dominion elections in October.

Clothing.—Journeyman tailors were quiet, the mild weather having delayed orders. Garment workers and boot and shoe workers were also somewhat quiet.

Textile.—Some increase in activity was noted as compared with previous months.

Leather.—Tanners, curriers and leather workers had a fair month.

Food and tobacco preparation.—The baking trade improved in October. Confectioners also increased in activity. Millers have been busy, with prices firm; the new crop of wheat is proving, on the whole, satisfactory. Ice handlers have finished their season's work. Butchers had an active month. Tobacco workers

and cigarmakers reported an improvement over the earlier months of the year.

Miscellaneous.—Miscellaneous employees had a fair month. The tourist season has closed, and hotel and restaurant employees, hackmen, etc., were affected thereby. Theatre employees have begun their season of activity.

Unskilled labour.—Though a surplus of labourers was reported at certain points the month was more active than August or September. Civic improvement work was still in progress on an extensive scale, the weather proving very favourable, and harvesters and threshers had not yet all returned from the rural districts. Unemployment is looked for during the coming winter, and preparations have already been made in some municipalities to meet that condition.

Canadian Trade and Revenue.

Foreign trade.—During September, 1908, the total value of imports entered for consumption was \$26,917,406, compared with \$28,747,390 in September, 1907. The total value of imports entered for consumption for the six months ending September 30, 1908, was \$142,461,754, compared with \$194,471,020 during the corresponding period of 1907. The total value of domestic exports during September, 1908, amounted to \$19,993,430, compared with \$25,703,586 in September, 1907. The total value of domestic exports during the six months ending September 30, 1908, amounted to \$110,109,051, compared with \$125,573,640 during the corresponding period of 1907. During September, 1908, there were increases in exports of the mine, and the fisheries, and decreases in exports, of the forest, animals and their produce, agriculture and manufactures. The grand total of Canadian trade for the month of September, 1908, was \$49,510,569, compared with \$56,773,542 in September, 1907. For the six months ended September 30, 1908, the grand total of Canadian trade was \$261,168,650, compared with \$332,661,173 in the corresponding period of 1907.

Direct trade between Canada and Japan, China and Korea, was strongly urged by the Canadian trade commission

to Japan, in order that full advantage be taken of Canada's geographical situation. An increasing market for Canadian condensed milk was reported in Japan. A favourable opening for Canadian agricultural machinery, hardware, hides and leather was reported in Paraguay.

Imperial trade.—According to reports received from Trade Commissioners at the Department of Trade and Commerce, Canada, there were openings for wood skewers, clothes pegs, spades and iron ore in Great Britain, and for loose-leaf book-keeping systems at Barbados. Imports of Canadian wares to South Africa were reported to be increasing. It was stated that if Canada wished to secure more trade in Australasia, good representatives were essential.

Mr. W. G. Fischer, of Toronto, Ont., has been appointed by the Dominion government, Canadian Trade Commissioner to Glasgow, Scotland.

Domestic trade.—General trade was quiet, but on a firm basis, with the outlook for a forward movement as soon as the money realized from the crops reaches the producers. The continued warm weather delayed the sale of winter goods, but the wholesale movement of heavy lines of drygoods was steady, though sales were not large. Collections were only fair. Country trade was somewhat disturbed by the holding of the federal elections. On the whole, there was a feeling of confidence in the general business situation, based chiefly upon good crop results. Buying, however, continued on a conservative basis, with merchants operating cautiously.

The bank statement for September showed a general improvement, circulation increasing by nearly \$6,000,000. The demand on the banks for currency up to the close of September was moderate, leaving a large margin for expansion. The paid-up capital of the banks is larger than a year ago. Deposits on demand were \$14,000,000 over those of September, 1907. Current loans were less than in August, and lower by 10 per cent. than in September, 1907.

Bank clearings showed a considerable increase over the corresponding period of 1907. Money for certain industria

and other purposes was difficult to obtain, but was increasingly plentiful for the purchase of bonds.

Canadian banks now have 1,929 branches, distributed as follows: Ontario, 910; Quebec, 305; Nova Scotia, 104; New Brunswick, 58; Prince Edward Island, 16; Manitoba, 162; Alberta, 102; Saskatchewan, 131; British Columbia, 98; Yukon, 3; Newfoundland, 5; elsewhere, 44. During September, 17 new branches were opened and 2 were closed.

The Molsons' bank, during the past year, earned 18½ per cent. on its capital, a considerable advance upon the preceding year. The sum of \$100,000 was set aside out of profits to meet any depreciation in the value of bonds or stocks in which the reserves are invested.

Canadian revenue.—Canadian revenue during September, 1908, amounted to \$7,282,950.91, compared with \$8,378,302.16 in September, 1907. For the six months ending September 30, 1908, the total revenue was \$40,727,522.72, compared with \$50,034,708.08 during the corresponding period of 1907. The total expenditure on capital account during September was \$4,594,262.92, compared with \$3,005,002.43 in September, 1907. For the six months ending September 30, 1908, the total expenditure on capital account was \$14,015,645.45, compared with \$10,014,920.45 in the corresponding period of 1907. The leading items of expenditure on capital account during September, 1908, were: Public works, railways and canals, \$4,217,852.62; railway subsidies, \$101,990.40, and bounties, \$169,199.85.

Notes.

Rapid progress was made on the erection of permanent business structures and other buildings at *Fernie, B. C.*

At Toronto, Ont., a disagreement between the *Toronto Milk Dealers' Retail Association* and the *Toronto Milk and Cream Producers' Association*, on the termination on October 1 of a contract between the two associations, led to the formation of a new association under the name of the *Independent Milk Retailers' Association*, whose members signed contracts for one year with the Pro-

ducers' Association at the rate of \$1.55 per can from October 1 to May 1, and \$1.35 per can from May 1 to October 1.

The *Order of Railway Conductors* and the *Brotherhood of Railway Trainmen* held a joint convention at Toronto, Ont., during October, at which upwards of 100 delegates attended. The delegates represented all railways in Canada and the United States west of Chicago and north of the Ohio River. Officers were elected as follows: Chairman, W. T. Brown, Indianapolis; vice-chairman, A. W. Newton, Buffalo; secretary, C. H. Barton, Staten Island, N. Y.; executive committee, J. E. Oldfield, Hamilton; J. B. Condon, Chicago; J. T. Dowe, Utica; T. J. Courtney, St. Thomas; J. L. Roe, Bridgeport, Conn.; W. J. Welsh, Syracuse, N. Y.

The trial of the *Dominion Wholesale Grocers' Guild* on a charge of conspiracy in *restraint of trade* commenced during September at Toronto, Ont. (*) was resumed on October 19. The secretary of the Guild was the first witness examined, the evidence relating to the methods pursued by the Guild, and the agreements prescribed to members. The correspondence of the Guild was also examined at length. The evidence of wholesalers who were not members of the Guild was also taken at the instance of the Crown. The operations of the *Grocers' Wholesale Company* were examined. By the defence, several members of the Guild were called as witnesses. The hearing of the case was adjourned on October 26 until November 10.

At the annual convention of the *Provincial Association of Protestant Teachers of Quebec*, a resolution was passed that representations be made to the proper authorities with a view to obtaining such amendment to the present teachers' pension act as will render it of more value to the women teachers of the province. The suggested amendments are of three kinds. It is proposed to alter the age at which women teachers may retire to fifty years, after 20 years of service; to change the basis upon which the pension is calculated so that it may be based only on the amount of salary dur-

(*) See the *Labour Gazette* for October, 1908, pages 358-9.

ing the last five years prior to application for pension; and it is desired to amend the Act so that those teachers who failed to pay their back stoppages for the years previous to 1880, may, under certain conditions, count these years of service for pension purposes.

It was announced by the general manager of the British Columbia Electric Railway Company that the *bonus* to be given to the employees in accordance with the profit-sharing scheme instituted in 1902, will be \$66.78 for each employee. This will involve a distribution of about \$45,000. The amount divided among the men is one-third of the balance available for dividend after four per cent. has been paid on the common stock of the company. The payments for this year show an increase over the amount received in any previous year. The previous payments to each employee were as follows: 1903, \$25; 1904, \$35; 1905, \$40; 1906, \$45; 1907, \$63. The fund is equally divided among all employees of the tram company all over its system, without regard to rank, the only proviso being that the person should have been in the service of the company from July 1 of

the previous year to the date of distribution (†).

During the autumn of 1907, an *influx of labourers* occurred at Vancouver, B. C., as a result of misleading statements published in the press with regard to the supply of labour in that city. In order to relieve the situation thus created, the city and provincial government were compelled, during the winter of 1907, to open relief works, and to provide cheap shelters and meal tickets. To safeguard against a repetition of these conditions, the mayor of Vancouver recently forwarded the following notice to the various newspapers of Manitoba, Saskatchewan and Alberta:—

The citizens of Vancouver desire to notify all parties that for the present winter the labour market in Vancouver is rather overdone, and no inducement can be offered for labourers before, at least, next March or April.

We give this notice in view of the rush of labourers to this city from the prairie districts last fall. The city will only take care of actual residents who have resided here at least six months.

We hope the press will give this notice as much publicity as possible through the prairie districts.

(†) For a statement with regard to the establishment of this arrangement see the *Labour Gazette* for February, 1903, Vol. III, page 560.

II. REPORTS OF LOCAL CORRESPONDENTS.

DURING the month of October, Mr. A. D. Pepin, of St. Johns, Que., was appointed correspondent of the *Labour Gazette* for St. Johns, Que., and district. Mr. Edmund Fulcher, of Brandon, Man., was appointed correspondent for Brandon, Man., and district, in the place of Mr. S. P. Stringer, resigned. Mr. W. J. Johnston resigned as correspondent for Peterborough, Ont., and district.

SYDNEY, N. S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during October were not up to the standard of some time past. The coal industry, and especially about

the Dominion collieries, was quiet, and there was much broken time. The cause given was want of orders, the abundance of coal from competitive mines playing a large part in the present dullness. This inactivity, while it may extend through the greater part of the winter, will, it is confidently expected, be followed by another season of prosperity. The collieries of the Nova Scotia Steel & Coal Co. were active, and had an average output.

From a souvenir printed on the occasion of the visit of the Canadian Mining Intsitute, the Mining Society of Nova Scotia and their distinguished guests to the works of the Nova Scotia Steel & Coal Company, it is learned that the 1907 outputs of the company were:—

	Tons.
Coal shipped.....	692,970
Ore shipped.....	346,505

Coke made.....	90,749
Quarried limestone and Dolomite.....	74,557
Pig iron made.....	57,618
Steel fingots made at open hearth furnaces	
Sydney Mines.....	70,222
Steel billets rolled at New Glasgow.....	54,661
Bars and plate roller.....	43,592
Steel car axles made and shipped.....	34,573
Shipments of finished steel and forgings.....	42,632

The data given in the souvenir is very interesting, being largely historical. The Queen pit, which was re-opened two years ago, was sunk in 1854. Sydney No. 1 was started in 1868, and produces daily 1,000 tons, all of which comes from submarine workings, many of the places being $1\frac{1}{2}$ miles under the ocean.

With the exception of Mabou mines, all the Inverness collieries were active. The steel industry was active, both the Sydney and Sydney Mines works being up to their usual output. Shipping was brisk, and transportation by rail heavy.

The building and allied trades were active.

The wholesale and retail trades had an active month.

Owing to a change from a day to a tonnage rate, a number of rolling mill and open hearth hands quit work, claiming that the rate offered was too low. Their places were filled by men put to learn to do the work.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather continued excellent throughout October, and the grain and root crops were gathered in good condition.

Fishing.—Poor catches were reported.

CONDITION OF PARTICULAR TRADES.

Activity prevailed in the skilled trades, and unskilled labour was well employed.

WESTVILLE, N.S., AND DISTRICT.

Mr. T. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All the important collieries in this district had a decreased output in September,

1908, as compared with the corresponding month of 1907. Nevertheless, the output for the whole province has not been less, the Springhill collieries having had an output of about 30,000 tons for September last, whereas in the same month of 1907, there was none owing to a strike. Labour in other branches of industry in the district continued steady. While orders do not appear to have been very abundant, there were enough to keep work steady. The shipping of coal by water was closed for the season, so that unless a revival occurs in the iron market, the winter months will see some depression in the coal trade. The supply of labour has been well up to the demand.

About \$2,000,000 have been realized this season by the sale of lobsters. The price ruling was about \$16 per case of 42 tins.

Work on an order for 9,000 tons of 80 pound rails was commenced at the plant of the Dominion Steel Company in the second week of the month. These rails are for the Southern Punjab Railway Company, and are to be used at Couractic, India.

The Sutherland Rifle Sight Company has added to its equipment machinery for punch making.

The new public building being erected in Westville was nearing completion.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Beautiful weather prevailed during September and October, and farmers have been busy garnering the best crop of grain and roots for some years.

Lumbering.—Trade was quiet.

Mining.—The Drummond colliery brick plant was idle for some weeks, owing to want of orders for fire brick and ground clay.

CONDITION OF PARTICULAR TRADES.

The building trades were quiet. Machinists, engineers, steam engineers, electrical workers and linemen had a fair month. Stove mounters and blacksmiths were active. Printers had a busy month. Tailors had a good month, and boot and

shoe workers were active. The food and tobacco workers and ship labourers, long-shoremen and street railway employees had a good month. The supply of unskilled labour was equal to the demand.

HALIFAX, N. S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market for the past month showed a pronounced improvement over that of the previous month, and industrial centres were more active generally than for some months. Work on the new round-house has been pushed briskly, a number of extra bricklayers being employed, and it is expected that the brick work of this edifice will be completed in about a month. On the technical college, a staff of bricklayers, masons, stonecutters etc., were engaged. The corner stone of the new cathedral, which was laid some 21 years ago, was relaid on the 19th October on the new site. The church is to be completed in 1910.

The second season of the technical school opened on October 19. There were 125 enrolled on the opening night, and many more are expected after November 1st. There were prominent educationalists present, and all spoke highly of the scheme and of the necessity and value to the working classes. The studies embrace practical arithmetic, algebra, geometry, machine, mechanical and architectural drawing, chemistry, elements of electricity and electrical engineering, and practical English. The teachers are from the best institutions. The work is under the supervision of Prof. Sexton.

Work along the water front, although not as brisk as during the corresponding month of 1907, showed a marked improvement over last month, caused mainly by large shipments of apples and potatoes, one ship alone being chartered to load 18,000 barrels of potatoes to the West Indies. Lobster shipments also gave much employment, some 100,000

cases being shipped during the past five months. Prospects are for a busy fall.

Work on the permanent sidewalks and other improvements under the supervision of the city works department afforded employment to a number of hands.

The powder works of the Acadia Powder Co. at Waverly, about 7 miles from the city, have been purchased by the Nobels, the large English powder manufacturers, and, with the improved railroad facilities, expect to do a thriving business.

The agitation of the bricklayers and masons for an eight-hour day remains practically unchanged. Some firms have granted the concession, while others refuse; and the matter may possibly remain unchanged until the opening of the 1909 season.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The results of the good harvest were evident; the markets were well supplied with seasonable vegetables, etc.

Fishing.—Fishing was not as active as during previous seasons. There were no big catches of mackerel reported. The market was well supplied with codfish and halibut, but the dogfish proved troublesome to local fishermen, and to those engaged on the western shore of the province.

Other industries.—Lumbering was quiet; manufacturing and mining were normal.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons had a busy month, decidedly the best of the season, but prospects are not bright. Carpenters and painters had a fairly busy month. Plumbers and gasfitters were well employed. Stonecutters had a fairly busy month. Boilermakers were better employed than during September. Builders' labourers were in much greater demand than during September. Printers, pressmen and bookbinders had a fairly good month. Custom tailors had a fair

month, but business would have been more active were it not for the mild weather; ready-made branches were dull. Unskilled labour had a better month than September. Other lines were normal.

AMHERST, N. S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions of employment during October were similar to those of the previous month. The very favourable weather was taken advantage of to complete unfinished buildings, but operations in this line fell far short of last year. Last year, the building operations in Amherst totalled nearly \$100,000; this year, the amount will fall below that sum, though considering the general depression Amherst has fared well. Employment was temporarily furnished to about fifty men at the Amherst wharves, constructing berths for vessels, but the local market easily supplied the demand. With the exception of the Rhodes Curry Company, where car orders are slack, all industries were working steadily and employing their usual forces of men, but there is no demand for additional labour from other points.

The Maritime Coal, Railway & Power Company has had two engineers with a staff of men in the field surveying a railway line from its mines at Chignecto to a point on the Northumberland Strait; the line will be about twenty-six miles in length, and has secured both Dominion and Provincial subsidies.

Merchants reported business somewhat better than during the previous month, but not up to the standard of last year.

No signs of unrest were apparent.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—All crops were harvested in good condition, and the yields were far in advance of any previous harvest

for the past five years. The weather was perfect, and the farmers throughout the country are well satisfied. Prices continued high.

Lumbering.—Over six million feet of lumber were shipped from Cumberland during the month, some of which had been held over since last year. It is not anticipated that the lumbermen will take out more than an ordinary cut this winter.

Mining.—Operations in the coal mining centres have been very brisk, and constant improvements were being made in bunk head buildings and shipping facilities. The output of the small mines remained steady. Some employment could be furnished to experienced miners at these small mines.

Railway construction and employment. No construction was under way, but the government still has employees surveying a line of railway from Halifax to Amherst, with the purpose of securing a route that offers better gradients than the line of the Intercolonial Railway over the Cobequid mountains, the distance being about one hundred and forty-six miles.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons reported trade dull. Carpenters, painters and lathers were fairly busy. Stonecutters were somewhat inactive, while builders' labourers were fairly well employed. Moulders (iron) were fairly active; machinists had a good month, and similar conditions prevailed with blacksmiths. Dull conditions prevailed with woodworkers, upholsterers and carbuilders. Carriage and wagon makers reported a busy month. Printers, etc., were busy, journeymen tailors brisk, and boot and shoe workers very active. Bakers were active, but butchers and meat cutters were dull. Trunk and bag makers were active. Furriers reported business improving and employment more active. There was a surplus of unskilled labour.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during October was in practically the same condition as at the same period last year, supply and demand being well balanced. The unusual mildness enabled more outdoor work to be done, and the end of the month found the root crops all gathered. The construction of public works has been continued in some sections, thus keeping up the supply of employment. The abundant crop of potatoes has stimulated starch manufacturing, and the factories are being run to their full capacity. At the end of the month shipping was brisk, and merchants view the business situation optimistically. There were no changes in rates or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The end of the month, which was decidedly favourable for farming operations, found the crops all gathered, and a large acreage of land ploughed. Considerable shipping was done, prices ruling high.

Fishing.—This industry, owing to the fine weather, was prosecuted under more favourable circumstances than last year, the oyster men particularly making good catches.

Manufacturing.—The few factories in this province were carried on under normal conditions of supply and demand.

Railroad construction and employment.—The survey of prospective branch railway lines was completed in King's County, and the northern part of Queen's. The building of the spur line to the ballast pit at Surrey had a favourable effect on the labour situation.

CONDITION OF PARTICULAR TRADES.

The various skilled trades were active, and there was a fair demand for unskilled labour.

MONCTON, N.B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market throughout October was very active for this season of the year, but hardly up to the standard of September. Exceptionally fine weather was very favourable for out door work of all kinds, and good advancement was made in all industrial enterprises. The building trades have been especially active, work upon old contracts being closed out and many new ones begun.

Construction work upon the new I.C.R. shops has been completed, the work now being confined to interior finishing and fitting up. As a consequence the contractors have laid off the major portion of their staff. Many of these, however, found ready employment upon the G.T.P. construction, but many foreigners have left. Over 100 I.C. R. men are now at work preparing for the machinery and it is expected that a large number of men will be employed there steadily during the winter. Good progress has been made upon the construction of the G.T.P., several hundred men being employed. The grading and filling now extends several miles from the city and much bridge work has been done. Ballasting and laying the double track between Moncton and Painscote is well under way and the work of widening and grading nearly completed. All local manufacturing concerns report very active conditions and in many cases with orders enough ahead to ensure steady work for several months. The Record Foundry has been very active and was early in the month advertising for more men. Retail trade has been fair but hardly up to last month. Wholesale trade has also been somewhat slower and less expensive than earlier in the season. The Shepody Navigation Company report trade active. Real estate moves more slowly, but with prices firm. Bank collections were average. The I.C.R. shopmen work Saturday afternoons up to

6 o'clock. Relations between employers and employees have been harmonious and no strikes, lockouts, or changes in wages were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very active harvesting the root crops and ploughing. The weather was extremely favourable for harvesting. Produce of all kinds was very plentiful, and brought good prices.

Lumbering.—Very quiet conditions prevailed.

Manufacturing.—Activity prevailed.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were active, as were carpenters, painters and plumbers. Builders' labourers were in fair demand.

Metal, engineering and shipbuilding.—The various crafts here were actively employed and with demand in some lines greater than the supply.

Woodworking and furnishing.—Activity prevailed in all lines.

Printing and allied.—Craftsmen reported very active conditions throughout the month.

Clothing.—Journeymen tailors were active, with garment makers busy and in demand. Milliners and milliners' apprentices were active.

Food and tobacco preparation.—Bakers were very active and butchers busy.

Leather.—Conditions were quiet.

Miscellaneous.—Barbers were active. Clerks and stenographers were steady. Hotel, restaurant and theatre employees and laundry workers were busy.

Transport.—Passenger traffic kept up, and average shipments of freight made a fairly prosperous month for train men. Drivers, carters and express men were very busy.

Unskilled labour.—Few of this class were unemployed. The demand has been good with wages at about \$1.50 per day. The demand, however, will become less as the winter approaches.

ST. JOHN, N.B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The outlook for November seems to be better than it was for October. The building trades have been quiet. Long-shoremen have not been doing much, and outdoor work generally has been quiet. The work of increasing the siding room at the I.C.R. yards is being carried on rapidly so as to be in readiness for the double tracking of the I.C.R. to Norton. In the vicinity of the round-house, 3,000 feet of track have been laid, and it is expected that as much more will be completed before winter sets in. About 100 men are engaged at this work. The St. John Street Railway Company intend making extensions to their property on Nelson street. The new building will be 40x100 feet, and four stories high. The erection of the new building in Carleton for the Bank of New Brunswick is progressing rapidly, and is expected to be ready for occupancy early in the new year. The Union Ice Company of St. John West, is erecting a large building for storage purposes. It is 50x100 feet, and capable of holding 4,000 tons of ice. This company also intends to install a new planing machine. An artesian well is being bored at the Partington pulp mill, and it is hoped to get a constant supply of cold water for liquor making. Bank clearings for the four weeks ending October 22 were \$5,696,216, and for the corresponding period last year \$4,811,730, being \$884,486 greater in 1908 than in 1907, and \$136,767 in excess of the four weeks ending September 24th of the current year. The shingle sawyers and bunchers returned to work early in the month at a 10 per cent. reduction after being on strike since early last spring. The C.P.R. has taken back about sixty of the strikers, and five of the shops at McAdam are being run. There are still nearly forty out of work, and these will be employed as vacancies occur.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Upwards of 15,000 barrels of potatoes have been shipped from Fredericton already this season, 12,000 barrels being shipped by the C.P.R. to Upper Canadian markets, and 3,000 barrels by water to St. John for shipment to Cuba. The yield this year has averaged 100 barrels to the acre, and the price paid by shippers ranged from 85 cents to \$1.00 per barrel. James E. Porter, of Andover, Victoria County, recently shipped 300 barrels to Cuba by the direct line from St. John to Havana. Reports from Carleton County say there is a continued brisk demand for all kinds of produce, and a big business is going on at all shipping points. Dealers are offering prices as follows: Hay (pressed), \$7.50 to \$8.00; oats, 40 to 42 cts.; potatoes, \$1.00 to \$1.10; butter, 24 to 25 cts.; eggs, 22 to 26 cts.; dressed pork, 7 to 8 cts.; beans, \$2.25 to \$2.75; buck-wheat meal, \$1.75 to \$2.00.

Lumbering.—Rafting operations at the Mitchell booms at Fredericton will be smaller than the total volume rafted last year. The figures for this year total 70,000,000, including spruce, cedar and pine. The total of last year's rafting was 210,000,000 feet. Hartland lumbermen are getting their men to work. Keswick and Potts are cutting for Randolph and Baker on Black River, and have had their crews in for two or three weeks. Murdock & McCollam and D. H. Nixon are on the Restigouche for Wm. Richards & Co., of Campbellton. They have a less number of men and teams than in other years, and wages are a little lower than last year. A man and team gets \$40 to \$45, and choppers command \$26 to \$28, while the other men get from \$20 to \$25.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons and builders' labourers were dull, but other branches of the building trades were active, as were the metal and woodworking trades. Printing and clothing employees were active and the food and tobacco preparation and the transportation branches had

a good month except for longshoremen, who were dull. Unskilled labourers were also dull.

DISTRICT NOTES.

Cardigan Station.—Elwood^o Burt's steam sawmill, on the Gibson branch of the C.P.R., was consumed by fire on October 3, together with^{ed} all its machinery, and a large quantity of sawed lumber, including 30,000 feet of deals, 75,000 shingles and 60,000 feet of spruce boards. Insurance, \$7,000.

Fredericton.—A firm known as Steen Bros. have opened a new larrigan factory on the Maine border, near Vanceboro, but situated on Canadian territory.

Hartland.—A double-header train load of potatoes was derailed four miles south of here October 3. Four car loads of potatoes went over the dump and were a total loss. The new brick block is nearly completed.

Sackville.—The brick walls of the moulding shop of the Enterprise Foundry are finished, and work is progressing on the roof. The concrete platform at the I.C.R. Station is completed.

NEWCASTLE, N. B., AND DISTRICT.

Mr. James Falconer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was active during September. Bricklayers and carpenters were working full time, there being several new buildings under construction. The pulp mill at Derby was nearly completed, as well as a number of tenement houses for the men. A large schoolhouse has also been completed in the same village.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The harvest is about garnered. The crops in general were good. Oats, however, were only about half a crop. Potatoes and turnips were an excellent crop. Potatoes were selling at \$1.00 per barrel, turnips at 60 cents

to 70 cents per barrel, hay at \$15.00 per ton, oats at 50 cents per bushel, butter at 30 cents per pound, and eggs at 25 cents per dozen.

Fishing.—With the exception of lobster fishing, conditions were poor for the season. Fishermen were busy preparing for the smelt fishing.

Lumbering.—Large gangs of men left for the woods. The cut will be about the same as last year.

Railroad construction.—Activity prevailed in this branch.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Fall ploughing has been delayed through lack of rain. Farmers have had difficulty in obtaining water.

Lumbering.—Several large sawmills have closed down. The cut will be smaller than last season. The men were leaving for the winter camps; wages ranged from \$26 to \$30 per month, or about \$2.00 less than last year. Many firms are paying the same rates as last year, but have a better choice of men.

CONDITION OF PARTICULAR TRADES.

CONDITION OF PARTICULAR TRADES.

The building trades were active. Blacksmiths were in demand, wages being from \$2.00 to \$2.50 per day of 10 hours. Carriage and wagon makers were busy. Although most of the light products in these trades is imported, a considerable portion of heavy work is done, and repair work is good all the time. Unskilled labour was dull, the supply, owing to the closing of the sawmills for the season, being in excess of the demand.

Painters were quiet, but the other branches of the building trades were active. Boilermakers and iron shipbuilders were busy during the first half of the month, but were quiet in the latter half. Other metal trades were active. Coopers were busy. The printing and clothing trades were active, but cigarmakers and leather workers were quiet. Railway employees had a good month. The supply of unskilled labour was considerably in excess of the demand.

QUEBEC, QUE., AND DISTRICT.

Messrs. E. Little and P. J. Jobin, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The weather throughout October was fine and dry, resulting in a considerable increase in activity in the building trades. The boot and shoe trade also improved. Transportation employees were hampered by the smoky condition of the atmosphere, due to bush fires, river traffic between Montreal and Quebec being interfered with. There were no labour disturbances. A disagreement between the street railway company and its employees, arising out of the dismissal of a workman, was settled by conciliation. The second foundation crib for the west side of the breakwater extension was successfully sunk. The opening of the free night schools took place on October 6.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The demand for common labourers during October was larger than for the same month last year, partly on account of the fine weather and partly on account of the large amount of buildings in course of construction. The new cotton factory has been running full time, although it has not engaged its full staff yet. Business has been good. No changes in rates of wages or hours of labour, and no disputes between employers and employees were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been busy selling their produce at good prices.

Fishing.—Fish have been abundant and are selling well.

Lumbering.—Lumbering has been very active.

Manufacturing.—Factories were kept running full time.

Railroad construction.—The C.P.R. Co. is still keeping a force working on bridges on the St. Maurice River and in the neighbourhood.

teamsters and expressmen report a very busy month.

Unskilled labour has been well employed, and at same wages as in preceding months.

SHERBROOKE, QUE., AND DISTRICT.

Mr. Henry Logie, correspondent, reported as follows:—

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons have been kept very busy every day this month, and not only those of this city, but a great number from outside. So also were carpenters and joiners, lathers and plasterers, stonecutters and builders' labourers. Plumbers, gas and steam-fitters did not have as much work as the above mentioned, but were fairly well employed. The resident painters of this place have had plenty to do, but it is rather dull for outsiders.

Metal.—Iron moulders, workers and helpers were fairly busy, together with core-makers and machinists; electrical workers, linemen, blacksmiths, sheet metal workers, horseshoers and watch repairers.

Woodworking.—Woodworkers, upholsterers, varnishers, polishers, carriage and wagon makers have been kept fairly busy.

Printing.—Printers and pressmen have been very busy the whole of this month.

Clothing.—Journeyman tailors have been fairly busy; glove makers very busy, and boot and shoe workers rather quiet.

Food and tobacco preparation.—Bakers and confectioners, butchers, meat cutters and cigar makers have been busy, and although the season is nearing its end, the ice drivers have been kept busy.

Miscellaneous.—Barbers reported a good month. Furriers were rather dull, probably on account of the fine weather. Hotel, restaurant and theatre employees have been very busy. Laundry workers had a good month.

Transport.—Railroad and boat transportation has been fairly good, but one can notice a diminution from preceding months. Cab drivers, carters,

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during October improved, compared with September. The dry weather was very favourable to those following outside occupations. Several new dwelling houses were started, and an addition to the bobbin factory, so that those engaged in building operation have been well employed. The machine shops are running about the same staff. The new E. & T. Fairbank shops were formally opened at the beginning of the month. Thirty-five men are now employed, but this force will be increased later, the shops being such that 125 men can be employed. The work on the new drill shed will soon be completed, and the new hospital will soon be in operation. A syndicate has purchased a large track of land in the south ward, which will be opened up for building purposes, the purchase price being upwards of \$42,000. Retail trade was somewhat quiet owing to the political campaign.

Fires again broke out towards the end of the month in the Stoke district, a few miles from Sherbrooke. About 4,000 acres of lumbered land was burned over, and the damage to cut wood and standing timber is estimated at about \$10,000. In Megantic district the loss is also heavy.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work was pretty much at a standstill owing to the dry weather, as practically no ploughing could be carried on. Farmers were also handicapped for want of water, which had in many instances to be hauled long distances.

Lumbering.—Operations will not be

carried on so extensively this season, and there is not the same demand for men. The drive of logs, valued at \$75,000, belonging to the Brompton Pulp and Paper Co., is hung at various parts of the St. Francis river, owing to the low water.

Manufacturing.—Factories were all running full time.

CONDITION OF PARTICULAR TRADES.

Building.—All sections were fairly active.

Metal.—Iron moulders and machinists were active. Electrical workers and linemen were busy.

Woodworking.—Woodworkers, upholsters were busy. Pattern makers were dull.

Printing.—Printers, pressmen and book binders were busy.

Clothing.—Journeymen tailors were active, but garment workers were quiet.

Food and tobacco preparation.—Bakers and confectioners were busy; cigar makers were quiet.

Miscellaneous.—Barbers, clerks, hotel and laundry employees were busy.

Transport.—Railway men were quiet. Cab drivers and expressmen were busy.

Unskilled labour was active.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market were more satisfactory in October than in the preceding month. Nevertheless, the building trades were quiet. The different manufacturers were laying in quantities of raw material in order to meet the expected improvement in the market. Sash and door factories, boot and shoe factories, tanneries and organ works were active. The iron industry had an excellent month, there being an abundance of work, but no demand for extra labour. The confectionery and biscuit works had a good month. The woollen factory was

fairly busy, although several of its departments only worked four days per week, owing to the lack of water. The garment making establishment had all hands working, but the corset factory reported a dull month. Crops being good caused an improvement in retail trade; wholesale trade was also reported much better than in September. Bankers had a good month, with collections steady. There were no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy threshing; farm hands were in good demand at high wages. Farm and dairy products sold well at high prices.

CONDITION OF PARTICULAR TRADES.

The building trades were dull, with the exception of painters, plumbers, gas and steamfitters, who were well employed. The iron and woodworking trades were active, as were also printers and pressmen. Journeymen tailors and garment workers were busy, and boot and shoe workers were active. Activity was also reported among the food and tobacco and the leather trades, while barbers, clerks, delivery employees, hotel, restaurant and laundry workers were busy. Railway employees were well employed, and teamsters, carters and expressmen were active. Unskilled labourers had a good month.

DISTRICT NOTES.

St. John.—The government is building a cement sidewalk. Work on the new pottery was completed during the month, and more men were at work than previous to the destruction of the former plant by fire. At the Singer works, busier conditions prevailed than formerly, and steady work for the winter is hoped for. A large number of men were also employed on the harbour and river improvements.

Sorel.—The technical school of mechanics and maritime construction was opened during October. The work of constructing and repairing the wharves belonging to the Department of Public

Works advanced rapidly, and will soon be completed. The greatest activity reigned in the ship yards at St. Joseph, where more than 700 men were at work on building and repairs connected with the dredging fleet.

MAISONNEUVE QUE., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the different trades improved somewhat during October as compared with the previous month.

Activity prevailed in building operations in the town of St. Louis and Mile End, as shown by the report of the building inspector. From January 1st to October 1st, 391 building permits were issued, representing 461 tenements, 19 stores and 17 warehouses, etc. These were valued at the sum of \$1,058,798.

The receipts of the Montreal Street Railway Company for the current year were \$3,677,432.45, and the expenditure was \$2,158,394.09, leaving a balance of \$1,519,038.36. On the last sum, a percentage of \$242,431.15 has been paid to the city as per agreement. The net surplus amounted to \$235,688.81, on which the company has paid \$900,724.51 in dividends.

CONDITION OF PARTICULAR TRADES.

Stonemasons, bricklayers, carpenters and builders' labourers were well employed. Lathers, plasterers, joiners, plumbers and painters were quiet. Electrical workers were active, but the other metal trades were quiet. Woodworkers were active. The printers and allied tradesmen had a very busy October. The clothing, food and tobacco preparation and miscellaneous trades were active, but the leather trades were dull. Longshoremen have been affected by the foggy conditions which have prevailed on the river, and which have hampered navigation considerably. The other transportation branches had an active month.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During September, the customs revenue of Montreal amounted to \$1,051,526, as compared with \$1,345,999 for the corresponding month of 1907, a decrease of \$294,000.

The report of the superintendent of the fire alarm system showed that in September there were 163 fire alarms, but that there were no fires of great concern.

The street railway company has forwarded to the city treasurer a cheque for \$241,967.09, being the percentage coming to the city from the net receipts of that company during the year.

The assessment roll of the city has been placed by the finance committee in the hands of the comptroller of finances. It showed the total assessment of real estate for 1908-09 to be \$236,528,291, compared with \$219,260,074 in the year 1907-08, or an increase of \$17,268,217. The total assessment for the year 1907-08 was \$22,000,000 in excess of that of the year 1906-07.

Building operations in Montreal since January 1, 1908, have decreased considerably as compared with last year. Not only has there been a decrease in the number of building permits issued, but the value of the buildings erected has also decreased. The following is a table of the building permits granted during the month of September:—

	No. of Permits.	Value.
New buildings 1908.....	139	\$ 634,275
" 1907.....	148	449,676
" Dec. 1908	9	Inc. 1908 186,599
Repairs 1908.....	42	\$26,000
" 1907	34	44,975
" Inc. 1908	8	Dec. 1908 18,375

Dealers in fruits and vegetables and fishmongers had a good month. The new work on the street railway system was nearly completed.

CONDITION OF PARTICULAR TRADES.

The building trades were well employed since the beginning of the month. Electrical workers, stove mounters, blacksmiths, horseshoers and jewellers were active; the other metal trades were busy. The woodworking trades reported improved conditions in October. The printing, clothing, leather and miscellaneous trades were active. With the exception of ice handlers, the food and tobacco preparation trades were active. Unskilled labour had a good month.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferrière, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The low water has been extremely injurious to local industries, and should the river freeze in its present condition, hundreds of men will be idle part of the winter. So far, however, there has been no noticeable lack of opportunities to the workingman. During October, the local market for labour was active. The paper mills, the main source of employment, operated steadily with the help of outside pulp mills, so that labour was employed as usual. There were a couple of hundred hands deprived of work owing to the low water at the Chaudière on both sides of the river, but abundance of work in other branches more than compensated for this drawback. Full time was worked in the factories, and a plethora of orders was reported. If, however, winter should set in without any more water in the river, even if the outside pulp supply be adequate, the paper machines, which, for the first time on record, had to be stopped at times, will have to stop running altogether. The building trades were very busy, certain contractors having work on hand for a year ahead on local buildings. Local help being scarce, outsiders had to be engaged. Wages continued good, and certain contracts will be proceeded with during the winter. The contractor for the Normal School, a

\$75,000 building, will close down for the winter at the close of the year. Unskilled labour was in good demand at wages from \$1.50 to \$1.75 per day, the usual city rate. The Canadian Pacific Railway double tracking and the damming operations at the Chaudière employ several hundred workpeople. The sawmills in Hull and at Deschênes and Buckingham were expected to run fully another month, when a large number of hands will cease working for the winter. There has been no improvement in the mining industry, the mica market being still dull with low prices, and factories were still closed down, many young girls being thereby deprived of employment. Merchants reported satisfactory conditions, and payments were readily met by consumers and dealers alike. An increased volume of business was reported by the banks.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The opportunities of employment in Ottawa and district, compared favourably with a year ago. The civic corporation is prosecuting work on sewers and water mains in newly annexed territory, and several street pavements are being rushed to completion. The building of the Chaudière dam gives work to over 100 Ottawa men, and considerable house construction is in progress. Another 100 men are engaged on the Electric Railway extension to the Experimental Farm. An improvement in labour conditions during the past month was evidenced by the fact that few applied for work in the lumber camps at the reduced wage of from \$18 to \$26 per month.

The demand for labour is less than last year in all industries depending on water power. J. R. Booth, lumber manufacturer, endeavoured for weeks to keep his sawmill going in order not to throw his staff of men idle before the usual time, and for a while, on this account, operated

at full expense, producing only half the usual output. He closed the mill the middle of October, about a month earlier than usual. Many of the men were still kept on preparing the firm's large sulphite mill for the winter. The Booth pulpmill has been closed several weeks on account of low water. The situation is expected to improve as a result of the heavy rainfall of the last few days, and as soon as enough power is available, both lumber and pulp manufacture will be resumed again.

The plumbing trade is exceptionally busy with new and repair work. Business was inactive during most of the month due to protracted mild weather. Merchants found no demand for winter goods, but are preparing for a rush of orders in November. Wholesale orders showed an increase.

The Ottawa City Council passed a by-law making the fair wage clause of the Dominion government applicable to all persons holding contracts from the city. The measure is being considered again by civic committees, as a result of the city engineer reporting that if applied to the city's own schedule of wages, the annual expenditure would be increased \$30,000. The increase would be chiefly in the pay to drivers with horses. The present rate is 25 cents per hour, amounting to \$2.25 per day for a single horse, and 40 cents per hour, or \$3.60 per day, for a team. The fair wage clause would increase the rates to 35 cents and 45 cents per hour respectively.

The settlement of the C. P. R. mechanics' strike resulted in the return of nearly 30, or two-thirds of the men who were affected in Ottawa. In some cases, the men's places had been filled by new hands, who have been retained.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers of the Ottawa Valley suffered severely from drought. The rainfall for two months previous to October 24 amounted to only an inch. Wells ran dry, and water for stock had to be carried long distances. Owing to failure of pastures, dairy herds had to be fed on supplies laid away for winter, at much extra expense. Many beef cattle

were killed off, and meat prices became lower. Two and a half inches of rain in the last week of the month improved the situation.

Manufacturing.—The manufacture of lumber was handicapped by low water, causing J. R. Booth, of Ottawa, and McLaughlin Bros. of Arnprior, to suspend operations before the usual time. The lumber yards are overstocked and shipping is dull. The grinding of pulp was stopped on account of low water, and ground pulp is scarce.

Railroad construction.—The Grand Trunk Railway Company added many improvements to its local yards, and ballasted 20 miles of track between Ottawa and Coteau Junction. A mile of new trestles was built. Construction work is active on the Ottawa-Hawkesbury branch of the Canadian Northern and the Ottawa Electric Railway extensions.

CONDITION OF PARTICULAR TRADES.

Building trades were brisk, and the metal trades, etc., were steady. The woodworking and furnishing trades were quiet. Printers and allied trades had an exceptionally busy month on account of the heavy demand for Dominion election campaign literature. The tailoring trade was quiet. Butchers, leather workers and railway employees were busy. Unskilled labour was steadily employed.

KINGSTON, ONT., AND DISTRICT.

Mr. Wm. Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was a marked improvement in the condition of the labour market during October as compared with the previous month, but the supply was in excess of the demand for all kinds of labour. The contract for the rebuilding of the dome of the city hall, recently destroyed by fire, has been awarded; it will amount to \$12,135, and a large staff of workmen are now engaged making repairs, improve-

ments and alterations. A large sum of money was, on the recommendation of the Board of Works, voted by the City Council for the construction of new sewers on three of the main thoroughfares. The Hebrew congregation shortly propose to erect a synagogue, to be built of brick, with a seating capacity of 500 persons, and to cost about \$10,000. The Thursday market train over the Kingston & Pembroke Railway, cancelled over a year ago, will be resumed on the 29th instant. The grain rush is now on. About 400,000 bushels were received recently in one cargo. The Montreal & Toronto Company's steamer, "Kinmount," has just made the trip across the ocean, arriving here on October 4, on its way to Fort William, with a cargo of rails. After the "Kinmount" has discharged its cargo of rails, it will be loaded with grain for Kingston. The Canadian Steel, Mining & Smelting Company, recently organized here, with a capital of \$400,000, is about to operate mines situated in the County of Frontenac, which are rich in ore of a desirable quality. On the 19th of October, the Canadian Locomotive Works Company received an order for the construction of twenty-five "mogul" engines; this will provide work during the whole winter for seven or eight hundred workmen. There were no changes in the rates of wages or hours of labour, nor strikes or lockouts.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy with fall ploughing, threshing, etc.

Fishing.—This industry was somewhat dull.

Lumbering.—Dullness was the rule.

Manufacturing.—In some lines manufacturing was dull, particularly in the hosiery line and cotton mills, but others were active.

Railroad construction and employment.—Both repairing and construction work was active.

CONDITION OF PARTICULAR TRADES.

The building trades were busy; metal, engineering and shipbuilding active; woodworkers, furnishers and printers dull.

Quiet conditions prevailed in the clothing trades, and among bakers, butchers and cigar makers. Conditions were also somewhat quiet with barbers, clerks, hotel and restaurant employees, while transport was more or less active.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions generally were very favourable during October, the result being that there were few idle men in the city or district. The weather was excellent for all kinds of outdoor work; the demand for men in nearly all branches was about equal to the supply, while good wages prevailed. All industries were working full time. Merchants, both retail and wholesale, reported a busy month with money moving plentifully. A large amount of building operations were under way, giving profitable employment to many skilled and unskilled men. Both railway and steamboat employees had a busy month. The two large cement plants were running night and day, giving employment to about 1,000 men, many of whom reside in the city. Good wages are paid at those works. The horseshoe works was also running to full capacity. Work on the government drill hall and the new separate school employed a large number of men in nearly all branches of trade. Many men were busy putting down granolithic walks for the city. Work on the Trent Valley Canal construction also gave employment to several hundred men. There has been no unrest in the labour market and no changes in rates of wages or hours of labour. As a whole, the month of October was very satisfactory.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Lack of rain has been a drawback to ploughing operations, as well as a hindrance to the dairy business. Poor pasture is necessitating feeding hay.

High prices, however, prevail for cheese and butter.

Fishing.—Considerable activity prevailed the latter part of the month, white fish being the principal commodity. They sold here at retail at 8 cents a pound; rough fish were plentiful.

Manufacturing was very active.

Mining was very brisk in the northern part of the county.

Railroad construction.—There was little railroad construction work going on.

CONDITION OF PARTICULAR TRADES.

Building.—Every branch of the building trade, from the unskilled labourers upwards, reported a splendid month. There are very few idle men in the city. Good wages also prevail. Weather conditions have been perfect.

Metal.—Iron moulders, rolling mill men, horseshoe makers, machinists, engineers, electrical workers, brass workers, boilermakers and blacksmiths all reported an active month. The starting of the horseshoe department at the rolling mills, which were recently destroyed by fire, gave many men, both skilled and unskilled, employment. The different foundries were running full time, with a full staff.

Woodworking.—The several woodworking and furniture establishments here have had a splendid month, and are working to their full capacity. One factory is kept busy filling outside orders. Coopers have had an exceptionally busy month, owing to the large demand for apple barrels and cheese boxes.

Printing.—Printers, both job, news ad. and machine, were all engaged. Not one idle printer could be found. Pressmen and bookbinders were also active.

Clothing.—Journeymen tailors, as well as boot and shoe workers, were active.

Food and tobacco preparation.—Bakers and confectioners were busy, as well as butchers. A shortage of ice kept the ice dealers from work, and the citizens suffered from the shortage. Cigar-makers were busy.

Miscellaneous.—Barbers, clerks, delivery employees, furriers, hotel, restaurant and theatre employees were active.

Stenographers had a very active month owing to the election campaign.

Transport.—Railroad employees, as well as steamboat men, had an active month. The steamboats were busy in carrying apples, cheese and other freight as well as bringing in coal. Cab drivers, draymen, teamsters and expressmen were well employed.

Unskilled labour was in good demand.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The revival of activity which was anticipated earlier in the season has not been realized, and conditions during October were generally quiet. Building continued active, but not sufficiently so to absorb the surplus labour in connection with the trade. With the advance of the season, the numbers of the unemployed increased by reason of the usual influx from the rural districts. The prospects for the winter are unfavourable, and want among the unemployed is likely to prevail, owing to the prevalent slackness in manufacturing.

At a meeting of the civic committee for dealing with the problem of relief for the unemployed, the following recommendations were made. That only the House of Industry be given grants for outdoor relief, and that applicants for same comply with a "work test;" that churches and charitable organizations be asked to co-operate with the executive committee of the Associated Charities; that the Police Commissioners be asked to instruct the chief constable to take steps to deport undesirable immigrants; that a temporary employment bureau, at which applicants for work may register free, be established under municipal control; that the House of Industry consider establishing stations for the sale of fuel to the poor at the lowest price; that employment on civic work be given only to applicants who have been 12 months in the city, at the regular civic rate of labour wages;

that the Park Commissioner report on grading or other work as relief work, and that the wages for same be 15 cents an hour for an 8-hour day; that citizens be asked to provide winter work, and apply to the employment bureau for workers; that names and addresses of applicants for work be recorded, and the number that can be employed be taken in order of enrollment for 3 days' work at one time that the city engineer ascertain how much stone can be used in providing work for casual applicants. The report came up before the City Council October 29th, and was adopted, with the exception of the clause fixing the rate of payment for relief work at 15 cents per hour, which was struck out by a vote of 11 to 4. The rate will therefore be the regular civic wages of \$2 per day.

The assessment returns show the population of the city to be 287,201, as compared with 272,600 last year.

The number of building permits issued for the nine months from January 1st to September 30th was 2,953, representing an approximate value of \$8,518,010, as compared with 3,023 representing a value of \$12,204,000 for the corresponding period of 1907. During September, the number of permits issued was 463, representing a value of \$1,110,000, as against 238 permits and \$763,340 for September, 1907.

On the 15th of October, the District Labour Council adopted a report on the milk supply, recommending that the City Council enforce an ordinance requiring ventilation in dairy barns; the handling of milk in sterilized cans; sale from clean wagons; inspection in stores and at railway stations; inspection of railroad samples, to guard retailers against fraud, and other provisions to ensure the purity and good quality of milk. The Municipal Committee was instructed to co-operate with the Milk Commission of the medical faculty of Toronto University with a view to improving the milk supply.

The receipts of the Toronto Railway Co. for September were \$356,437, the city receiving a percentage of \$28,515, as compared with receipts of \$337,882 and a civic percentage of \$27,030 in September, 1907.

A block of stores, with an apartment house above, is to be erected on the corner of Bloor street and Brunswick avenue, at a cost of \$75,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy with the marketing of produce, threshing and fall ploughing, the latter being considerably delayed by the dry weather, which prevailed during the greater part of the month. Recent heavy rains somewhat improved conditions and were beneficial to the pasturage. Root crops were injured by the drought, turnips being almost a failure. Corn was generally a good crop.

Manufacturing.—Manufacturing in most lines continued quiet, and the output considerably below capacity. Although money is easier, the banks discourage expansions, and are not, as a rule, willing to make advances for new ventures. There is a strong feeling of confidence that the termination of the election campaign in the United States will bring a marked improvement in conditions.

The Massey-Harris works, which had been closed down for a month for repairs and stock-taking, were re-opened on the 26th, when upwards of 1,500 men returned to work.

The McLaughlin Carriage Company will erect a four-storey factory and warehouse.

CONDITION OF PARTICULAR TRADES.

Building.—The building trades generally were actively employed, but there was a considerable surplus, especially in the lesser skilled branches who have been unable to obtain work.

Metal, engineering and shipbuilding.—Machinists, moulders, boilermakers and shipbuilders were quiet; blacksmiths and structural steel workers were fairly well employed; sheet metal workers were active. Brass workers, silversmiths and jewellers had a fair month.

Woodworking.—These trades were generally quiet.

Clothing.—Custom tailors were active. Garment workers were slack. Boot and

shoe workers had a quiet month. Workers on underwear were well employed. Furriers were busy.

Printers.—Printers were generally busy. Bookbinders were fairly well employed.

Food and tobacco preparation.—Bakers and butchers had steady work. Confectioners were active. Brewery workers and cigar makers were fairly active.

Leather.—Leather workers had a quiet month.

Miscellaneous.—Hotel and restaurant employees, laundry workers and barbers found work slack.

Transport.—Railway workers were fairly well employed. Street railway workers had steady work. Sailors and longshoremen were quiet towards the close of the month.

Unskilled labour.—A large proportion of unskilled labourers were out of work.

DISTRICT NOTES.

West Toronto.—The union stockyards have been sold for about \$500,000 to an American syndicate.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The steady improvement in industrial conditions, noticeable for several months, was still more marked during October. There is a better outlook for the winter months than was anticipated.

The Thompson & Norris Co. awarded a contract for its corrugated paper factory, and work was commenced. The building will be 140 x 160 feet in size, two stories high. The Spirella Corset Company's new building was nearly finished, and part of it was occupied. The Company is very busy. One of the buildings occupied temporarily by the company will be used by the Niagara Shirt Company, which is to commence business at once with twenty-five hands. The American Electric Furnace Company, operating a

plant here, secured Canadian incorporation and will extend its business. The building trades were busier in October than in any previous month of the year. Commercial and financial conditions were steady, with better prospects for winter trade.

The building of the Niagara boulevard still employed many labourers at different points along its route.

Many persons seeking entrance to the country at Niagara frontier points were refused admittance on account of not having the amount of money required by law.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Late fruits and farm crops were harvested, and farmers' autumn work was well advanced, with the exception of ploughing, which was delayed by the unusual dry weather.

Manufacturing.—All local factories were running steadily.

Railroad construction and employment.—Railway business was good, except on electric lines, which had less passenger traffic, owing to the close of tourist and excursion seasons.

Other industries.—Many men were employed on the extension of the Ontario Power Company's power house, which is to be completed this year.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were quiet. The extensive use of concrete reduces the demand for men of these trades. Carpenters were busy; more were employed than in previous months, and there was a temporary demand for more men. Employment for carpenters will be less plentiful before the end of the year, as many new buildings will be completed. Painters, were more active, plumbers and allied trades active, and stonecutters very dull. Builders' labourers were well employed. All local employees in the metal and engineering trades were employed. Electrical workers and linemen were again active. Canning factories completed their work after a very busy season. Some were shut down and others reduced staffs. Hundreds of persons,

temporarily employed for a few weeks, were discharged. Hotel and restaurant staffs were further reduced. On steam railway lines, employment was normal. Many steamboats of passenger-carrying lines were laid up for the winter. Electric railways reduced their schedules, and laid off many men. Teamsters were active. Unskilled labour was well employed, and the outlook for men of this class was good.

DISTRICT NOTES.

Welland.—The iron bedstead and furnace factories were both well supplied with orders, and both increased the number of their employees during October.

Port Colborne.—The new government grain elevator was first used early in October, and worked perfectly. Its inauguration greatly increases the grain-carrying facilities of the Welland canal. During the first fifteen days of October, four million bushels of grain arrived at this port for export via the St. Lawrence route.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was an improvement in the labour market in October as compared with the preceding month. Activity was more general. Manufacturing plants in some cases added to the number of their employees, while in other cases full time employment was resumed, there being a general tendency to return to the activity of last season. The McKinnon Dash and Metal Works have commenced manufacturing chains in connection with other lines, and expect soon to employ a large number of hands. Business conditions were generally hopeful.

CONDITION OF LOCAL INDUSTRIES.

The dry weather hampered ploughing and seeding. Canning factories were busy finishing the season's work.

CONDITION OF PARTICULAR TRADES.

The building trades were more active than in September, a number of buildings nearing completion. Work on the new Whitman Barnes Manufacturing Company's building, to replace the one destroyed by fire last spring, progressed favourably, and will soon be ready for the installation of machinery. The metal woodworking, printing, clothing, food and tobacco preparation, leather, miscellaneous and transport trades had a good month's employment. Unskilled labour was quiet, the supply being in excess of the demand.

DISTRICT NOTES.

Thorold.—There was little change in the labour market, there being a slight increase of activity in factories and mills.

Merritton.—The general condition of the labour market was active. A new railroad siding has been put into the Libster mills to facilitate shipping when the mill will be in operation, which was expected soon. In all, the Lincoln Paper Mill Company will expend \$200,000 in improving buildings, machinery, etc.

Port Dalhousie.—The conditions of the labour market were favourable. The Maple Leaf rubber works were running full time.

Jordan Station.—The Jordan Station Canning and Packing Company, Limited, has been incorporated with headquarters at Jordan Station. The capital stock of the company is \$45,000.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was little change in the condition of the labour market. A number of skilled and unskilled men were unemployed. Extensive civic improvement work and favourable weather afforded an opportunity for employment to a number. In the building trades, work was

not so plentiful as in former years at this season, and in the factories, conditions were improving very slowly.

The report of the Assessment Department gives Brantford a population of 20,633, an increase over last year of 737. The total value of land is \$3,824,345; of buildings, \$7,921,710; the total business assessment is \$1,357,600, and the total assessable income is \$312,305. This is an increase over last year's assessment in real property of \$441,275; in business assessment, of \$34,480, and in taxable income, of \$9,585.

Merchants had a fair month. Market prices for farm products have been high. Eggs were 28c. per dozen; butter, 28c. to 30c. per lb., and potatoes, 20c. per peck.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Exceptionally dry weather has hindered farm work, the land being in some parts too dry to plough. Farmers consequently were not so busy as in former years at this season.

Manufacturing. — There was little change in the condition of manufacturing. At the best, the conditions were active, though in some branches were quiet.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, lathers, plasterers, painters and decorators, gas and steamfitters were active. Iron moulders and coremakers found trade a little quiet. Machinists, engineers, electrical workers, metal polishers, buffers and platers, stove mounters, blacksmiths and boilermakers were active. Sheet metal workers were busy. Horseshoers were active. Carriage and wagon makers, pattern makers and coopers were active. Printers and pressmen and those employed in the allied trades were busy. Tailors and tailoresses were busier than during the preceding month. Bakers and confectioners, butchers, cigarmakers and tobacco workers were active. Leather workers and saddlers were active. Barbers, clerks, delivery employees, hotel and restaurant employees were actively employed. Laundry workers were busy. Railroad trackmen and freight-handlers were active. Street railway

and all transportation employees were steadily employed. Teamsters and draymen were fairly busy. Cab and hack drivers were active. There was some unskilled labour unemployed, which will be considerably increased when the cold weather interferes with outside work, a considerable amount of which is being carried on at the present time.

DISTRICT NOTES.

Paris.—Conditions in the factories were active. There are not many unemployed at present.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during October showed little change over the preceding month. Outdoor work was pushed ahead vigorously, owing to the fine weather. Factory workers in some lines continued on short hours. The general opinion seemed to be that orders in most lines were being filled as fast as received, and that there is no large quantity of orders ahead. Work on the waterworks extension was pushed ahead during the month. One hundred and forty Italian labourers were on strike for two days for a nine-hour day with ten hours' pay. The men were working about four miles from the city, and claimed at this season of the year they could not walk the distance and work the hours. They claimed also they had made concessions in the way of buying their own rubber boots and tools. They returned to work on the old basis, and the contractors have erected a number of tents and shacks on the works to accommodate them. Retail trade was quiet.

CONDITION OF PARTICULAR TRADES.

The building trades had an active month, the fine weather making it possible to get well ahead. Bricklayers,

masons, carpenters, painters, plumbers and builders' labourers all had an active month. The metal trades generally had a quiet month, including iron moulders and machinists. The woodworking trades had a quiet month, including woodworkers, piano and organ workers, upholsterers and carriage workers. Printers had a quiet month. The clothing trades were active, but with somewhat less work than is usual at this season of the year. Bakers and confectioners had an active month, with cigar makers quiet. Unskilled labour was in fair demand on waterworks construction; employment was available for all competent for this class of work.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market continued about the same as in September, with some slight changes in certain lines of employment. Factory hands found employment somewhat more active, while owing to less civic improvements on roads, sidewalks and sewers being carried on than in the corresponding period of last year, there were fewer men employed. The prospects for unskilled workers during the coming winter are not very bright. There were still a number of new residences under construction. Little progress has been made on the addition to the Canadian block, but good progress has been made on the Hagen shirt and collar factory, the brick work being nearly completed. The Kaufman Rubber Company's factory was nearing completion, with the larger portion of the heavy machinery in place.

CONDITION OF LOCAL INDUSTRIES.

Farmers were busy ploughing and harvesting the root crops. The turnip crop is below the average, but mangels are a good crop. Farm produce was quoted as follows:—

Eggs, 25 cents per dozen.
Butter, 25 cents per pound.
Potatoes, 75 cents per bag.
Winter apples, choice, \$3.00 per barrel.
Fall apples, \$1.50 to \$1.75 per barrel.
Hay, \$12.00 per ton.

The lumbering and manufacturing industries were rather quiet, with railroad construction fairly active.

CONDITION OF PARTICULAR TRADES.

With the exception of painters and paperhangers, the building trades were generally quiet. Steam engineers and electrical workers were active. Blacksmiths, bicycle workers and horseshoers were well employed. The woodworking trades were somewhat quiet. The printing and allied trades were active, as were also tailors and garment workers, but glove makers and boot and shoe workers were quiet. Food and tobacco preparation branches were active. Tanners, curriers and saddlers were active, but trunk makers were quiet. The miscellaneous trades were fairly well employed, but in unskilled labour the supply exceeded the demand.

WOODSTOCK, ONT., AND DISTRICT.

Mr. W. M. McEltheran, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market in October was slightly more active than the preceding month. The opportunities of employment in the several trades were more numerous, though the regular men filled all the places. Building operations were gradually being brought to a close, all outside work being practically finished up. The Grey memorial hall was roofed in and plasterers, lathers, plumbers and inside carpenters were kept busy. Some work was occasioned by the remodelling of the offices of the Canada Furniture Manufacturers to receive the additional staff necessary on account of the removal to Woodstock of the head offices from Toronto. Transportation companies not-

iced a slight revival of trade, as evidenced by increasing incoming and outgoing freights and express. The assessors' report for Woodstock showed an increase in the assessment for the year, the total being \$4,187,063, an increase of \$82,942. Exemptions from taxation totalled \$449,387. Retail trade showed an improvement over the previous month, and in many lines was up to former years.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were all busy with the fall ploughing and getting in the root crops. In several localities, dry rot affected turnips and mangels to a large extent, the cause being the continued dry weather. Prices for farm produce remained unchanged, the following being the prevailing market quotations:—

Wheat (standard) per bushel, 82c.
 Flour (blended) per cwt., \$2.65;
 Oats (new) per bushel, 37c.
 Flour, Manitoba, \$2.75 to \$3.20;
 Barely, per bushel, 50c. to 52c.
 Live hogs, per cwt., \$5.85 to \$6.00;
 Dressed hogs, \$8.00 to \$8.50;
 Eggs, per dozen, 25c.
 Butter, per pound, 28c. to 30c.
 Hay, per ton, \$12.00;
 Cheese (local cheese) board per pound, 12½-18c.

The apple crop this year is only average. Fall and winter apples are of a good quality, but the yield is not up to former years. Rains towards the end of the month freshened the pastures some and helped increase the milk supply.

The Borden Condenser Co. opened its new factory at Tillsonburg, the first day's deliveries being 20,000 lbs. of milk.

Railroad construction.—Railroad repairing gangs were working through this section, the C. P. R. employing a large gang renewing ties and doing general repair work. The building of rural telephone lines gave employment to several gangs of linemen.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons had a quiet month; no new work was commenced, and all work in hand was hurried to a finish. The new Y. M. C. A. was formally opened the early part of the month.

Carpenters employed in sash and door factories were fairly busy, but contract work outside was quiet. Lathers and plasterers were busy. Painters and decorators were busy early in the month, but slackened off towards the close. Plumbers reported a busy month, while gas and steamfitters were well employed. Iron moulders were slack during the month. Machinists, though few in numbers, were busy; a few expert machinists could have found ready employment. Linemen were busy. Stovemounters reported a steady month.

Furniture workers reported a quickening in the machine, sanding and polishing departments. Piano and organ makers were not rushed, while action makers were finding just enough to do. Church organ makers were all busy, with good prospects for the winter. Carriage and wagon makers reported increased activity in the several branches, though not up to the standard of the same month a year ago. Coopers, in the early part of the month, were busy. Printers and pressmen were not rushed, though steady employment was found. Journeymen tailors had a busy month. Knitting factory employees were very busy. Cigar-makers were below normal. Barbers reported an increase in trade during the month, while laundry employees were very busy. Wire fence makers were slack, this being the off season. Of unskilled labour, the supply was considerably greater than the demand.

STRATFORD, ONT., AND DISTRICT.

Mr. Joseph T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was very little change in the labour market, the conditions remaining about the same as in September.

The building trades were fairly active, and civic works had a large number of men employed.

While none of the factories were rushed with work, they were all running full time, and in nearly all were employing

full staffs. A new industry, the Stratford Mirror Company, has rented the factory of the Fence Company, and will manufacture mirrors, picture frames, moulding, etc. It is expected to start operations about November 1st. Wholesale and retail merchants reported trade very good.

No change in the rate of wages and no trouble in the labour market was reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Threshing is finished, and most of the farmers were busy plowing and preparing for winter.

Market prices were:—

Butter 23c. to 25c. per pound.
Eggs 25c. per dozen.
Chickens 25c. to 40c. each.
Ducks, 40c. to 50c. each.
Geese \$.80 to \$1.00 each.
Turkeys, \$1.00 to \$1.50 each.
Apples, 40c. to 70c. a bag.
Potatoes, 50c. to 80c. a bag.
Wheat 90c. a bushel.
Barley 45c. to 50c. bushel.
Oats, 38c. a bushel.
Peas, 75c. to 80c. a bushel.

Manufacturing was fairly active.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, lathers and plasterers were busy. Painters and paperhangers had a good month. Plumbers, tinsmiths and builders' labourers were fairly busy.

Metal.—Moulders, iron workers and helpers were well employed. Machinists and electrical workers were busy. Blacksmiths, boilermakers and horseshoers were active.

Woodworking.—Woodworkers were active. Carriage and wagon makers were not busy. Coopers and stave workers were active.

Printing.—Printers and bookbinders were active.

Clothing.—Journeymen tailors and factory workers were rather dull.

Food and tobacco preparation.—Bakers, confectioners and butchers reported business very good. Cigar makers were busy.

Leather.—Harness makers reported trade very good.

Miscellaneous.—Barbers, clerks, delivery employees, hotel and laundry workers were active.

Transport.—Railroad men were active. Freight handlers were busy. Teamsters and cabdrivers reported business good.

Unskilled labour.—This class had a number of unemployed.

DISTRICT NOTES.

Goderich.—The council has granted Mr. A. W. Glass, of Detroit, a franchise for a gas plant for thirty years, with the option of taking it over at any time. The net price to be charged is \$1.35 per thousand feet.

Mitchell.—The bush and swamp fires in the surrounding districts has resulted in a considerable quantity of fine timber being burnt.

LONDON, ONT., AND DISTRICT.

Mr. A. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during October was a little less active than in September, although fine weather was a feature of the month. A number of contracts in the building trades were finished; the outlook is not promising. On Smallman and Ingram's large departmental store, work was being rapidly rushed, and will afford work to a number of men in the building trades during the winter. A large public hall is being erected in St. Peter's parish, which will also give some work during the winter. In the factories and foundries, work was becoming quiet, and shorter hours were introduced. The London Advertiser's job department was awarded the contract for printing the official journal of the Independent Order of Foresters; this is a very large contract. A number of the strikers at the Canadian Pacific Railway roundhouse were reinstated in their positions when the strike was declared off. A benefit society has been estab-

lished at Smallman and Ingram's departmental store, with one hundred and twenty members, for the purpose of rendering financial aid to members in case of sickness or accident. Mr. Smallman donated \$1,000 towards the society.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Throughout the country, a large body of men were busy picking and packing apples, and saving the root crop.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, painters, stone-cutters and builders' labourers were quiet. Carpenters, lathers and plasterers were fairly busy. Iron moulders, iron workers, coremakers and machinists were dull, a large number working short hours. Electrical workers, stove mounters and metal polishers reported fair conditions. Wood workers were generally well employed. The printing trades were active, a large amount of novelty and calendar work was being turned out. The clothing trades had a very busy month, as did food and tobacco workers. Tanners and curriers were busy. Five gold watches were presented to employees of Hyman's tannery for 21 years' continuous service. Furriers were busy. Broom makers reported fair conditions, but brush makers were dull. Train crews were very busy moving freight which had accumulated during the late strike on the Canadian Pacific Railway. Teamsters had a fair month, but carters and draymen were quiet. Unskilled labour had a dull month, there being many unemployed in this class.

DISTRICT NOTES.

Sarnia.—The Standard Chain Company, whose plant was completely destroyed some months ago by a wind storm, will be rebuilt, contracts having been let for the work.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during October showed but little change over the preceding month. In civic work, considerable improvement was manifest, due to the commencement of work on the Ross street subway, a considerable number of unskilled labourers finding employment. Seventeen building permits were issued in the city to the value of \$20,600 in October; this is considered good for the time of year. The majority of permits were for new dwellings. Traffic on the railroads was fairly active. Considering the favourable weather, which facilitated the handling of long trains and thus reduced the number of crews, the month was a good average. In the local railway shops, the employees were actively engaged in putting the rolling stock in first-class condition for the winter. Merchants complain that trade was quiet during October. The census returns for the year will probably show an increase of a thousand in population. Twelve men employed by the waterworks department made a demand for an increase in pay, but their request was refused by the Board of Water Commissioners. The Street Railway employees requested an increase in pay, but the request was not considered by the Street Railway Board.

Returns for the first nine months of the year show that the road has gone back financially about \$4,000, not including payment on bonded indebtedness, which would probably bring the total indebtedness to \$7,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were kept busy with wheat crops and threshing.

Manufacturing.—Local factories report the month a fair average.

CONDITION OF PARTICULAR TRADES.

Bricklayers, carpenters, lathers, plasterers and plumbers were fairly well employed. Moulders, machinists, boilermakers, and blacksmiths were well employed. Printers had a busy month. Journeymen tailors were rushed with fall orders. Unskilled labour was fairly well employed.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour during October has been brisk in every branch of the building trades. Carpenters, especially, were in demand. Labourers were well employed, and the indications are that outside labour will be active till late in the season. Factories, with one or two exceptions, are running full time, with full staffs. Merchants report prospects good for fall trade. The Bell Telephone Company has a large number of men employed excavating for the conduits, preparatory to placing wires under ground. This will give employment to a large number of labourers during the winter. The estimated cost is \$57,000. The wages paid labourers are $17\frac{1}{2}$ cents per hour.

The evaporating factory had a very busy month, and was unable, at times, to secure the necessary help.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers report the sugar beet crop above the average. The average yield in the country will be ten tons to the acre, making a clear profit to the farmers of \$30.00 an acre. Prices for farm products remain firm, except for live hogs, which have dropped to \$5.75. Export beef, \$4.50; butter, 25c. per lb.; eggs, 25c. per doz.; chickens, 25c to 50c.; geese, \$1.00; turkeys, \$1.50 to \$2.00; hay, \$8.00 to \$9.00; oats, 35c per bush.; wheat, 90c.

CONDITION OF PARTICULAR TRADES.

Bricklayers, carpenters, lathers and plasterers were busy, with painters very

busy. Plumbers had steady employment. Builders' labourers were well employed. Electrical workers were slack. Blacksmiths and boilermakers reported the month only fair. Wood workers, carriage and wagon makers were well employed. Printers were busy, but bookbinders reported orders slow. Journeymen tailors had a good month. Bakers, confectioners and butchers reported trade fair. Barbers, clerks and delivery employees were busy. Unskilled labour had fair employment.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during October was satisfactory, both for skilled and unskilled labour. The iron trades have shown a great improvement, and the building trades reported an increase of work. The Peabody Overall Company was moving into larger quarters; this will necessitate additional help. Wholesale and retail trade was fairly good.

CONDITION OF PARTICULAR TRADES.

The building, metal and woodworking trades were active. Printers and pressmen were busy. Journeymen tailors and garment workers were fully employed. Food and tobacco workers had a fair month, as had barbers, clerks, hotel and laundry workers. Transport employees were busy. Unskilled labour was well employed.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market were fair during October. The steel plant was

running full time. No. 2 blast furnace was blown in the last week of the month. The general business outlook was brighter than in September, showing a slight improvement all around among merchants and bankers.

CONDITION OF LOCAL INDUSTRIES.

Farmers reported satisfactory crop conditions. Lumbering operations were about one-third less than last year, with wages lower. The highest rate this year is \$28 per month, compared with \$35 per month last year. Manufacturing showed a slight improvement. Mining was quiet owing to the stringency still left in the money market. Local marine men reported some improvement.

CONDITION OF PARTICULAR TRADES.

Metal workers and the clothing trades were quiet. Normal conditions were reported in the other skilled trades, and among unskilled labourers.

WINNIPEG, MAN., AND DISTRICT.

Mr. J. Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

October was characterized by greater activity than the preceding month. The factories were working full time. With continued fine weather, the farmers were occupied in harvesting their root crops (which are exceptionally good), and preparing for winter. The market for potatoes and all other vegetables is very active. Butter was scarce throughout the month, being 30 cents a pound. Eggs were 30 cents a dozen. Cheese sold on the cheese-board at 12 cents a pound. Hay brought from \$14.00 to \$16.00 a ton. Coal remains the same as it has done all the year, viz., \$8.50 for soft and \$10.50 for hard. The building trades have experienced the busiest month of the year, and the outlook is exceptionally good for the balance of the season.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Most of threshing is finished; several of the largest outfits were through by the middle of the month, most of the farmers turning their attention to fall ploughing and other winter preparations. Wheat deliveries are heavy. According to information received from grain inspectors, the total yield is about 120,000,000 bushels, an increase of about 38,000,000 bushels over last year.

Lumbering.—The lumber mills of the city and vicinity have been running to full capacity, as a consequence of the activity in the building trades.

Manufacturing.—The factories report business fairly brisk, with the exception of clothing establishments.

Railroad construction.—The G. T. P. railway contractors will continue to construct their lines west all winter as far as possible, and unskilled labour is in demand in consequence.

CONDITION OF PARTICULAR TRADES.

Building.—These trades have been very busy, and there is no complaint of unemployment. Carpenters, at the close of the month, are all fully employed, but the prospects for work are not encouraging for more than a month or six weeks, when it is anticipated most of the season's work will be completed. The same conditions may be said to apply to all other branches of the building trades. A permit was taken out for a new theatre for Winnipeg in the name of the Grand Opera Co.; it calls for the construction of a brick building to cost in the neighbourhood of \$35,000, over and above the cost of furnishing. The company is composed mostly of local men. The Provincial telephone exchange, the Agricultural College machinery building, both in Winnipeg, the Boys' Reformatory and the superintendent's residence for the Home for Incurables at Portage La Prairie are all nearing completion. The Provincial government have also under construction a court house and gaol at Minnidosa, also a court house at Brandon.

Metal.—The foundries are already feeling the effects of the partial relief of

the money stringency. Orders are coming in rapidly, and in consequence the staffs are in their normal state. This applies to all branches of the engineering trades. During the current year, the Manitoba iron works have turned out over 2,000 tons of steel and iron used in buildings exclusively in Winnipeg.

Woodworking.—Woodworking establishments are running to about full capacity, and it is expected that the turn-over will exceed that of last year.

Printing.—The allied trades generally have been slack. Demands for work have fallen off for the last few months, and the prospects are not bright for an immediate improvement.

Clothing.—There has been no activity, but indications point to an improvement.

Food and tobacco preparation.—The food trades were not as busy as in the early part of the year; the fine weather may account for this, in that it keeps so many employed outside of the city.

Miscellaneous.—There are an unusually large number seeking light employment for the winter months. Clerks, bookkeepers, warehousemen, porters, waiters and other classes are finding it difficult to obtain employment.

BRANDON, MAN., AND DISTRICT.

Mr. E. Fulcher, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

On the whole, the condition of the labour market was not satisfactory. A large number of workmen in all branches of industry were unemployed, and prospects for the future were not encouraging. With the end of threshing, a large surplus of unskilled labour is looked for. Excavation for the new gas works was commenced. The foundation walls will be put in this fall, in readiness for an early start next spring. Advertisements appeared in the local papers for additional help for the Hanbury Manufacturing Company

CONDITION OF PARTICULAR TRADES.

With the exception of carpenters, the building trades were only partially employed, the number of employed and unemployed being about equal. Electrical workers, machinists and sheet metal workers were fairly active. Printers and pressmen were reported busy. Journeymen tailors were active, as were also tanners, clerks and delivery employees. Cigarmakers had a busy month. Teamsters and expressmen were busy. The supply of unskilled labour exceeded the demand.

DISTRICT NOTES.

Brandon Hills.—Threshing in this district is about completed; the returns have been fairly satisfactory, the wheat averaging about twenty bushels to the acre. Roddick Bros. housed their outfit on October 10, after a very successful run of twenty-eight days, turning out an average of seventeen hundred bushels per day.

REGINA, SASK., AND DISTRICT.

Mr. Hugh Peat, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during October was active. There was no branch of industry in which the demand for workers was greater than the supply, but work continued briskly and steadily in all lines. Sheet metal workers were particularly busy, and carpenters found conditions much improved. The C. P. R. strike was declared off early in the month; of the twenty men who came out on strike in Regina, thirteen have returned to work. The Regina Trades and Labour Council has been preparing a draft of conditions to govern fair wage contracts, which it is proposed to place before the Board of Works committee of the Regina City Council for consideration. The City Council had been previously petitioned to have a fair wage

clause inserted in all future contracts let by that body, and a meeting has been arranged between the two parties, at which the representations of the Trades Council will be considered. Work on the new parliament buildings is being carried on without delay. Of the three new educational institutions under construction, two are expected to be completed and ready for use this winter. One of these buildings, St. Mary's school, erected by the Separate School Board, is expected to be opened at an early date. It is expected that the outside work on the new Public School, known as the Earl Grey School, will be completed before winter sets in. The new Collegiate building is making good progress, although the work has been delayed through lack of material. The contract does not call for completion until next summer.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agricultural conditions throughout the season have been very good indeed. Threshing is now practically completed in the district, and the recent rains have been welcome to the farmer, who is busy with the fall work.

Manufacturing.—The large packing concern of Messrs. Gordon, Ironsides & Co. has decided to make Regina their distributing point for Saskatchewan, and are negotiating with the civic authorities for a suitable site. The company's representative stated that \$12,000 at least would be expended on improving the property.

Railway construction.—Work on the Bulyea-Regina stem line of the C. P. R. is being rushed forward. Mair & Sons have a contract from Bradley to grade three miles at Craven and immediately north of that town. Work on the new line into the Shellbrook county is being started. The C. N. R. outfit that has been working all summer at Edmonton, has commenced operations, and expects to have thirty miles graded this fall.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were active; carpenters and joiners were fairly active; painters quiet, plumbers, gas and steamfitters were quiet, and labourers fairly active.

Metal.—Sheet metal workers were very active. Electrical workers were fairly active.

Printing.—Conditions were only fair.

Food and tobacco preparation.—Cigar-makers reported conditions fair. A new factory is to be opened in Regina at an early date by Messrs. McLeod & Brunner. It is proposed to employ six men at the commencement of operations, and a large volume of business will be handled.

Miscellaneous.—Barbers were active.

DISTRICT NOTES.

Unless the weather proves unfavourable, it is expected that the system of government telephones between Regina and Antler will be installed and in working order this fall. The location of the poles and stringing of wires commenced on the 24th of September last, and already something over twelve miles of line have been completed. Antler, the eastern terminal of the system, is located on the Arcola branch of the Canadian Pacific Railway, and is separated from Regina by a distance of 200 miles. Thirty-six poles are employed to each mile of the territory covered, so that about 7,200 poles will be required to finish the work. The system will be equipped with a pair of copper wires, of which material the quantity used will amount to 524 pounds per mile, or something like 104,800 pounds for the whole service. The work of construction is being forwarded at the rate of at least three miles a day, sometimes extending to five miles.

Francis.—The Board of Trade met to formulate some scheme to relieve the car shortage at this point. The situation is critical, and prospects uncertain for empty cars. The Council has disposed of \$25,000 of debentures for the purpose of installing a waterworks system.

MOOSEJAW, SASK., AND DISTRICT.

Mr. J. Backus, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during October, while less active

than during the preceding month, was satisfactory for the period of the year. Farm hands who have been in the harvest fields have returned, and there are a few unemployed in the city. But conditions are better than during the corresponding period last year. The building trade was fairly active, carpenters, especially, finding regular employment. Work on the new \$125,000 collegiate building is progressing favourably; the basement will be completed and covered in this fall. A new flour mill and elevator is under construction by the Prague Flour Milling Co., which, when completed, will cost in the neighbourhood of \$150,000. The building permit issued for its construction was the largest ever issued in the city of Moose Jaw. The capacity of the new elevator which is nearing completion is 100,000 bushels. The capacity of the mill will be 1,000 barrels per day. The C.P.R. strike came to an end on the 8th of the month, and the majority of the strikers have been taken back by the company. Retail trade has been fairly active.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—According to the most reliable reports obtainable, the wheat crop in this district averaged from 18 to 20 bushels per acre on summer fallow and 15 bushels per acre on stubble. The hot winds which prevailed in the early part of the season seriously affected the yield of all grains. Farmers in this district are complaining of the car shortage which they state is as bad this year as it has been for many years past. All the local elevators are full, and many farmers still have their wheat lying in the fields.

Railroad construction.—Work on the new Moose Jaw-Edmonton branch is proceeding at a satisfactory rate; the steel is expected to reach the new town of Outlook in a few days.

CONDITION OF PARTICULAR TRADES.

Building.—The building trade was fairly active for the time of year, but the supply of labour was rather more than equal to the demand.

Metal.—Machinists and engineers were fairly busy. Electrical workers and linemen were dull.

Printing.—Printers and pressmen were active.

Clothing.—Journeyman tailors were fairly active.

Food and tobacco preparation.—Bakers and confectioners, butchers and cigar manufacturers were active.

Miscellaneous.—Barbers were busy, and delivery employees, clerks and stenographers fairly active.

For *unskilled labour* there has been only a moderate demand.

LETHBRIDGE, ALTA., AND DISTRICT.

Mr. Thos. S. Harold, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Compared with last month, labour has not been so well employed, but for the season conditions were favourable. The supply still exceeds the demand, although there are more labourers working now than at any previous time at this season. The woollen mills and the flour mills are now running steadily. Wholesale and retail trade has been active.

The Molson's bank has established a branch in the city. There are now five banks in Lethbridge.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Threshing returns have given entire satisfaction to the farming community.

Manufacturing.—The woollen mills are now working full time, and have many orders ahead. The local brick works are busy, and have all they can do to provide the brick required for the various buildings under erection in this city and surrounding towns.

Mining.—Mining is very slack, chiefly owing to shortage of cars.

Railroad construction.—The various camps are maintaining steady progress, and providing work for a large number of labourers.

CONDITION OF PARTICULAR TRADES.

Building employment has been much the same as in previous reports, but owing to weather conditions, work has not been so steady. These trades are still active, and are likely to be so for some time. The metal trades are busy. The printing and allied trades, owing to the general election, have had a busy month. The cigar trade reports business brisk. Miscellaneous workmen have all had a busy month. Transport was active. While there has been a general scarcity of unskilled labour in previous months, it is now possible to get a number on short notice.

EDMONTON, ALTA., AND DISTRICT.

Mr. P. C. Foley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during October was satisfactory, with good prospects for the balance of the season. Building permits issued in September amounted to \$123,425, the largest total for September in the history of the city. Last year, for the same month, the total was \$43,300. Eight miles of the municipal street car line is completed, and will be in operation by November 1st. It is the intention of the civic authorities to extend the line next spring. The demand for land in the district still continues active; 968 homesteads were taken up in September, as compared with 286 for the corresponding month in 1907. The bank clearings for the month of September totalled \$3,875,161.94, and for September, 1907, \$3,491,958.53. The customs receipts for September were \$37,511.91, an increase over the corresponding month last year of \$12,062.24. The customs revenue for the six months ending September 30th totalled \$132,559.19. A report has been received by the city commissioners from the electric light and power department for the nine months ending August 31st, which showed that total receipts for this period were \$81,941.41, and the expenses

\$47,648.52, leaving a surplus of \$34,292.89. Merchants reported wholesale and retail trade quiet and collections slow. There were no strikes or lockouts, and no changes in wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Threshing is well advanced throughout the district. The wheat gives evidence of having been more or less frosted, and yields are from 12 to 22 bushels per acre. Oats are of good quality, and yield from 65 to 70 bushels per acre, with barley running about 35 bushels per acre. The demand for hogs is greatly augmented by the requirements of the J. Y. Griffin packing plant. The supply is weakening, as the threshing season has not enabled the farmers to put their hogs in marketable condition. As a result, the price of hogs in the district is steadily rising, and now stands at 6 to 6 3-4 cents per pound live weight.

The export cattle trade is dull, with the butcher trade steady and prices unchanged. Export steers are quoted at 3 to 3 3-4 cents per lb.; butcher cattle, 2½ to 3½ cents per lb., and calves, 4 to 5 cents. Retail prices of flour are as follows:—

Five Roses, 98 lb. sack, \$3.60.
Capital, 98 lb. sack, \$3.15;
Superior, 98 lb. sack, \$2.75;
Strong Bakers, 98 lb. sack, \$2.75.

City market prices are as follows:—

New hay per ton, \$8.00;
Slough hay, per ton, \$6.00 to \$10.00;
Upland hay, per ton, \$8.00 to \$12.00;
Timothy hay, per ton, \$10 to \$14;
Green feed hay, per ton, \$6.00 to \$8.00;
Potatoes per bushel, 25 to 35c.;
Oats, per bushel, 23 to 30c.;
Fowl per pound, 10 to 12½c.;
Spring chicken, per pound, 12½ to 15c.;
Turkeys, per pound, 17 to 20c.;
Ducks, per pound, 12c.
Eggs strictly fresh per dozen, 30c.;
Choice dairy butter, per pound, 25 to 30c.;
Fancy dairy farmers' butter, 1 lb. prints, 25c.;
Creamery, 1 lb. prints, 30c.

Mining.—The coal mine operators report a shortage of cars; consequently, the mines are not running to full capacity.

Railroad construction.—The contractors are freighting cement, etc., to the Pembina river, 60 miles west of the city. It is their intention to erect the piers for the Grand Trunk Pacific bridge at that point this winter.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers, painters, plumbers, gas and steamfitters were active. Plasterers were very busy. Stonecutters and building labourers were quiet. There was a large number of unskilled labourers unemployed.

NELSON, B. C., AND DISTRICT.

Mr. A. B. Dockstader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market throughout the Kootenay district was quiet, there being a surplus of labour at various points.

The employees of the Canadian Pacific Railway Company, who went on strike on the 5th of August last, have, in the majority of cases, returned to work; about 14 of the strike breakers are being retained at Nelson shops and yards, as some of the old employees had secured work elsewhere. Three boilermakers who formerly received 45½c. per hour are now receiving 42c. per hour. No other reductions in wages have been reported.

The Trail smelter is employing about 500 men and turning out satisfactory results. Freight receipts of the Canadian Pacific Railway at Smelter Junction, for one week, were over \$23,000. The Silver King mine operators have completed the construction of an electrical power line from the west Kootenay Power Company's plant to the mine, and as soon as equipment has been installed at the mine, the power thus secured will greatly facilitate development.

The new court house at Nelson is now completed and ready for occupation. The new brick school house is roofed in, and the Methodist church is nearing completion.

The customs receipts at Nelson for the month of September were \$25,251.20, being a decrease of \$6,959.28 compared with the corresponding month last year. The inland revenue receipts for September

were as follows: Spirits, \$2,272.13; malt, \$180.00; raw leaf, \$289.00, and cigars, \$106.25, making a total of \$2,847.73.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market in this district is dull, with little prospects of an improvement during the winter months. The city is carrying out some sewer work at the present time, but only a limited number of men is being employed, and preference is given to ratepayers and old residents. Carpenters, lathers, and plumbers continue to be fairly well employed, although weather is interfering with work to some extent. It is expected that the large sawmill of the Fraser Mills Co. will be put in operation in a short time. Representatives of an American lumber company have been in this vicinity recently investigating opportunities of building a sawmill. Good progress is being made in the construction of the electric road between this city and Chilliwack, and it is expected that cars will be running between here and Cloverdale by the end of the present year. One thousand five hundred tons of steel rails were recently unloaded in this city for this road. The exhibition, while not so successful this year from a financial standpoint, was very satisfactory, the district prize this year being captured by the municipality of Surrey. The banking system introduced in the schools here has proved a decided success, and will no doubt inculcate habits of thrift in the children. The new Fruhling dredge, which is being provided by the Dominion government for use on the Fraser river, at a cost of \$300,000, has started on its way here, and will no doubt be at work in a short time. The calling off of the C. P. R. employees' strike has resulted in the return to work of the one employee of this company who was called out.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agriculture is rather quiet at present; all crops have now been safely harvested. The following are market quotations:—

Beef, hind quarters, 8 to 9 cts. per pound;
Beef, fore-quarters, 5 to 6 cts. per pound;
Mutton, 11 cts. per pound;
Lamb, 12 cts. per pound;
Veal, 9 to 11 cts. per pound;
Pork, 8 to 9 cts. per pound;
Eggs, 45 cts. per dozen;
Butter, 35 to 40 cts. per pound;
Apples, 75 cts. to \$1.25 per box;
Fowl, \$7 to \$8.50 per dozen;
Chickens, \$5.00 to \$6.50 per dozen;
Ducks, \$7.50 to \$8.50 per dozen;
Potatoes, \$12.00 per ton;
Hay, \$12.00 per ton.

During the month, a commission of 17 Scottish agriculturists visited the district.

Fishing is quiet at present, although the men report good catches of cohoes, spring salmon and steelheads. Most of the canneries have now closed for the season. The foreign market having fallen off, the demand is limited.

Lumbering is not picking up as well as was expected, although it has improved since last month. It is understood that the Mountain mills are feeling the dull times keenly; the Coast mills have an advantage in being able to ship to foreign ports.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, lathers, plasterers, painters and plumbers were active, with builders' labourers dull. Iron moulders, machinists, engineers and blacksmiths were active. Car builders (electric) were busy, with shingle weavers quiet. Printers, pressmen, bookbinders, journeymen tailors and boot and shoe workers were active. Bakers, confectioners, cigarmakers and barbers were also active, with clerks and stenographers dull. Steamboat men, street railway employees, teamsters and expressmen were active. Unskilled labour was dull.

VANCOUVER, B. C., AND DISTRICT.

Mr. George Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market remained unchanged from last month, excepting that there were more carpenters out of employment. There was no change in rates of wages during the past season, excepting that of a new schedule on the Canadian Pacific Railway, as the outcome of the recent strike.

Business during the month was steady, without noticeable features. Provisions were firm, but eggs were increasing in price. Bananas from Mexico sold well. The flour and feed business was steady and unchanged from last month. In hardware, a brisk trade was done, particularly in winter goods. Market quotations were as follows:—

Hams, heavy, 17c.; breakfast bacon, 19c. to 21c.; dry salt, long clear, 13c.; local creamery butter, 35c.; Ontario creamery, solids, 29c.; dairy butter, tubs, 23½c.; Alberta creamery, 30c.; cheese, 16c.; fresh ranch eggs, 40c.; Eastern eggs, 30c.; lard, 3's and 5's, 15½c.; 10's, 15½c.; Silver Leaf, 3's, 5's and 10's, 15½c.; 50's, 13½c.; 80's, 13½c.; chickens, 22c. to 28c.; turkeys, 30c.; geese, 18c.; duck, 18c.; fowl, 16c.; apples, \$1.00 to \$1.75; cauliflower, \$1.25 dozen; radishes, 25c. per doz. bunches; watercress 40c. per doz. bunches; parsley, 25c. per doz. bunches; mint, 50c. per doz. bunches; local rhubarb, 2½ cts. pound; potatoes, \$13.00 per ton; carrots, 90c. per sack; cabbage, 2c. per pound; California onions, \$1.50 sack; green onions, 25c. dozen.

The steamer "Lennox" left for the Orient with 2,100 tons of cargo. The steamer "Camosun" brought down from the north 3,000 cases of salmon. The charter market for ocean-going boats was more active, seven coast ships having been taken for lumber. The big freighter "Den of Ruthven" left port for New Zealand with 3,500,000 feet of lumber, 1,000 tons of general cargo and 750 tons of apples. The freighter "Mingchon" arrived with 2,000 tons of steel rails for the Chilliwack tram line; this is the second shipment from New York by Hong Kong to Vancouver. A carload of Niagara grapes arrived from the east, and were sold for good prices. The steamer "Princess May" arrived from

Fairbanks and Dawson with 244 people and 35 sacks, containing bullion to the value of \$1,240,000. The Royal Mail steamer "Empress of China" arrived from the Orient with 2,383 tons of cargo and 408 passengers, including 21 Chinese, who paid \$10,500 head tax.

The city has obtained from the Federal government a lease in perpetuity of Stanley Park, about 10,000 acres. By the awarding of a block of \$603,000 Vancouver debentures to Messrs. Aemilius Jarvis & Company, Toronto, the city proceeds with a clear financial sheet.

The fare on the ferry plying between Vancouver and Victoria has been reduced from \$4.00 to \$3.50 return, and single fare from \$2.50 to \$2.00. The distance is 86 miles. The present rate on the Canadian Pacific Railway Company's boat plying between Victoria and Seattle, about the same distance, is 25 cents single and 50 cents return.

A fine display of vegetables and cereals, grown at Hazelton, on the Skeena river, was on exhibition at the headquarters of the Tourist Association.

Six hundred Chinese left for the Orient to celebrate their new year; some will remain.

Certificate of incorporation was granted the Vancouver Machinery Depot, Limited, with a capital of \$50,000, in \$100 shares. Bank clearings for the week ending October 22 amounted to \$4,152,449, as compared with \$4,402,941 in the corresponding week of 1907. For the same week in 1906 they totalled \$3,385,644.

A rural mail delivery service was established in the vicinity of Vancouver.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Fishermen operating from this port state that the whaling business has ruined the herring fisheries. The catch this season, it is estimated, was a loss to the men and curers of \$12,000. The whales used to block the mouth of English Bay and the Fraser river. The steamer "Coquitlam" arrived from Northern British Columbia with 5,000 cases of salmon and 200 tons of salted dog salmon for Japan. Seven hundred and fifty cases will be shipped per the

Chargeurs Reunis liner "Ouissant," the first load of salmon the French boats have ever taken. The steamer "Manhattan" arrived from Hecate Straits with 160,000 pounds of halibut.

Lumbering.—It is stated that the logging situation on the coast of British Columbia is gradually reaching a normal stage. By the end of the year, the quantity of logs in the water should approximate 60,000,000 feet less than at the corresponding period last year. On December 31, 1907, it was estimated that there were in the water not less than 160,000,000 feet of logs, and that the mill yards were stocked with lumber. During September, this year, 44,000,000 feet of logs were scaled.

CONDITION OF PARTICULAR TRADES.

On account of the Dominion election, work was very fair with printers employed on newspapers, though 15 printers were unemployed, and job printers stated that work was somewhat dull. Tailors reported trade in a bad condition. Cooks, barbers and waiters complained that several were out of employment. Among the unskilled class, many were out of employment, and the outlook is far from being encouraging.

DISTRICT NOTES.

Prince Rupert.—The largest indoor meeting ever held in Prince Rupert took place on October 1. It was called for the purpose of taking action to make Prince Rupert a town in which white men and women would not be forced to compete with or work alongside of Asiatic coolies.

NANAIMO, B. C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market in the district has not been as favourable as last month, the city having stopped work for the winter on the extension to the

waterworks, throwing a number of men on the market. The coal mines have not done as well this month as last. The wet weather has also stopped a good deal of outside work. Wholesale and retail merchants report business as fair, but not as good as expected. There have been no changes in rates of wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There was little doing among the farmers.

Fishing.—There was not much activity among the fishermen. One company is putting up dog salmon in salt for the Western Asiatic markets. The whaling stations on the west coast are closing down for the winter, having had a very successful season; it is expected that work will soon be commenced at the station on the gulf, where they will not be disturbed by the stormy weather which prevails on the west coast.

Lumbering.—The sawmills are working steadily, and business looks better than for some time past. There is not

much activity in the lumber camps, there still being a large store of logs ahead.

Mining.—The coal mines have not worked quite as well this month as the month previous, and there are a good many idle coming here all the time. The quartz mines are not doing much at present.

Railway construction.—Work is being pushed on the extension to the E. & N. railway.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons report work as quiet. Carpenters are still active finishing up work. The season has been the best for years. Painters and paper-hangers reported work quiet. Builders' labourers have not done as well as last month. Blacksmiths and carriage makers report business active. Printers have had a very good month. Labourers report work quiet, and teamsters and expressmen have not done very well. Unskilled labour, while good at the beginning of the month, has fallen off and there are a lot of idle men about.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF OCTOBER, 1908.

DURING the month of October, the Department received one application for a Board of Conciliation and Investigation, namely, from Local 2275 of the United Mine Workers of America, representing the employees of the Galbraith Coal Company of Blairmore, Alta., and affecting, it was alleged, 30 employees.

Earlier Applications.

Of earlier applications, proceedings in connection with which remained unfinished at the close of September, there were the following, namely, (i) on behalf of the Manitoba and Saskatchewan Coal Company of Bienfait, Sask.; (ii) on behalf of members of the Freight Clerks' Union, Branches Nos. 1 and 2, Halifax and St. John stations on the Intercolonial Railway of Canada; (iii) on behalf of the

railway carmen in the employ of the Quebec and Lake St. John division of the Canadian Northern Railway; (iv) on behalf of the locomotive engineers in the employ of the Canadian Northern Railway, Ontario; Canadian Northern, Quebec, and the Canadian Northern Quebec and Lake St. John Railway Company; (v) on behalf of the locomotive firemen and enginemen in the employ of the Canadian Pacific Railway Company; (vi) on behalf of the street railway men in the employ of the Quebec Heat, Light and Power Company.

Reports Received During October.

During the month, the Department received one report, that, namely, from the Committee of Conciliation, Mediation and Investigation established to adjust the dispute between the Inter-

colonial Railway of Canada and certain of its freight clerks. In the case, also, of the dispute between the Quebec Heat, Light and Power Company and the street railway men in its employ, the Department received information showing that the differences had been satisfactorily adjusted without, in this case, the constitution of a Board, the members appointed to the Board by the respective parties having found themselves able, without the appointment of a chairman, to reach an arrangement acceptable to all concerned.

Other Proceeding during October.

The Department received, on October 19, a communication signed by Messrs. John English, president, and John D. Smith, secretary, of Local No. 2275, United Mine Workers of America, District No. 18, making application for the establishment of a Board of Conciliation and Investigation, to which might be referred for investigation a dispute between the Galbraith Coal Company of Blairmore, Alta., and its employees.

The number of persons affected by the dispute was declared to be 30, and the nature of the dispute was stated to be a demand made by the employees for a "change in the rate of price per yard or ton, and the price paid or to be paid in respect to employment, and a change of conditions surrounding their work in the mine." The demand of the employees was contained in detail in a schedule attached to the application. The Minister decided to establish a Board, and on the recommendation of the employees, Mr. J. A. McDonald, of Blairmore, Alta., was appointed a member of the Board; and the proceedings had not reached a further stage at the close of the month.

During the month, investigations in connection with the disputes between the various lines of the Canadian Northern Railway and the International Brotherhood of Locomotive Engineers proceeded, but a report of the Board had not reached the Department at the close of the month.

No proceedings were reported during the month in connection with the disputes indicated above as Nos 1, 3 and 5.

I.—FINDINGS OF THE COMMITTEE ESTABLISHED UNDER THE CONCILIATION AND LABOUR ACT TO ADJUST DIFFERENCES BETWEEN THE INTERCOLONIAL RAILWAY OF CANADA AND ITS FREIGHT CLERKS—A UNANIMOUS REPORT.

THE report of the Committee of Conciliation, Mediation and Investigation to which, in accordance with section 5 of the Industrial Disputes Act, 1907, was referred for adjustment, under the section relating to railway disputes in the Conciliation and Labour Act, the differences between the Intercolonial Railway of Canada and the Freight Clerks' Union, Branches Nos. 1 and 2, Halifax and St. John, was received in the Department on Oct. 6. The Committee consisted of the Honourable D. McGibbon of Brampton, County Judge of Peel, Chairman; Mr. H. Holgate, C.E., Montreal, and Mr. J. G. O'Donoghue, Toronto, and the report was signed by each member of the Committee. The report made recommendations for the settlement

of the various points of difference. The Department of Labour forwarded copies of the report to the two parties concerned and requested that they would state whether the report was acceptable to them respectively as a basis of settlement of the differences referred for adjustment. A reply was received from the Deputy Minister of Railways and Canals to the effect that the findings of the Committee would be acceptable to his department as a basis of settlement, and a reply was received from the President of the Freight Clerks' Union to the effect that the freight clerks were unable to state, until they had learned how the findings would be interpreted, whether or not the report would be acceptable to them.

Establishment of Committee.

The application in this case was received in the Department on May 14, and after some correspondence, the matter was referred by the Minister for adjustment under the Conciliation and Labour Act, as requested by the applicants. Mr. H. E. Holgate of Montreal was appointed a member of the committee on the recommendation of the Department of Railways and Canals, which conducted the case on behalf of the railway, at this stage and Mr. R. E. Finn, M. P. P., Halifax, was appointed to the Committee on the recommendation of the employees. Subsequently, Mr. Finn failed to arrange with Mr. Holgate with reference to a joint recommendation for a third member of the Committee, and the Minister, at the request of the employees, appointed Mr. J. G. O'Donoghue a member of the Committee in place of Mr. Finn. Messrs. Holgate and O'Donoghue jointly recommended the Honourable D. McGibbon of Brampton, County Judge of Peel, for third member and chairman of the Committee, and Judge McGibbon was accordingly appointed by the Minister. The Committee thus established was formally constituted on September 8, and the investigation into the dispute was proceeded with during the month of September at Halifax and Ottawa. The freight clerks, in their application, had demanded an increase in wages equivalent to 25 per cent. more than the amount received at the date of the application, and urged also a classification of the employees. The application was signed by Mr. G. P. Monahan, President, Branch No. 1; F. R. Brown, Secretary, Branch No. 1; George McKee, President, Branch No. 2, and John McKean, Secretary, Branch No. 2.

Effect of Findings.

The purport of the findings of the Committee of Conciliation, Mediation and Investigation was to the effect that the case to be investigated divided itself naturally into two distinct points, (1) relating to general questions of the relation between the railway and its clerks, and of appointments and organization, and (2) as to wages or salaries of clerks, and the Committee recommended in

brief that a system of classification of clerks would make for greater harmony and better efficiency; that there would also be found in this way an available scheme for promotion, the lack of which at present bred discontent, "owing to the uncertainty of upward progress for efficient clerks," etc. The Committee expressed the opinion also that with respect to wages, the present system of appointment was injurious to the service and unjust to the men, and recommended reorganization "and the abolition of the existing system of appointments influenced by political patronage, which, from the point of efficient working, we find ample evidence to condemn as applied to the Intercolonial Railway." The Committee further expressed the opinion "that if the aggregate amount paid now in salaries were divided among a staff equal simply to the requirements of the service, the men remaining could be better paid than they are now."

As stated above, copies of the findings of the Committee were forwarded to the parties concerned, and the following replies were received by the Department:—

From the Department of Railways and Canals.

OTTAWA, October 10, 1908.

Sir: I have the honour to acknowledge receipt of your letter dated the 6th inst., and have to inform you that the Department is ready and willing to accept the findings of the Committee of Conciliation, Mediation and Investigation.

I am, Sir,

Yours faithfully,

(Signed) M. J. BUTLER.

F. A. Acland, Esq.,
Acting Deputy Minister,
Department of Labour,
Ottawa.

From the Freight Clerks.

HALIFAX, October 10, 1908.

Sir: I have your letter of the 7th inst., with which you enclosed for the information of the employees concerned an approved copy of the findings of the Committee of Conciliation, Mediation and Investigation.

I cannot say that the findings in question will be acceptable to the employees, neither am I in a position to say that they will be taken as a basis for settlement of the differences referred to the Committee. The only thing I can say is that the findings are very indefinite and a great deal will depend on the way they are interpreted.

Yours very truly,

(Signed) G. P. MONAHAN,
President Station Freight Clerks' Union, No. 1,
Halifax, N.S.

F. A. Acland, Esq.,
Acting Deputy Minister of Labour,
Ottawa, Ont.

Text of the Findings of the Committee.

The following is the text of the findings of the Committee of Conciliation, Mediation and Investigation:—

MONTREAL, September 30th, 1908.
Hon. Rodolphe Lemieux,
Minister of Labour,
Ottawa, Ont.

In the matter of the Conciliation and Labour Act, R. S. C. 1906, Cap. 96, and in the matter of certain differences between the Intercolonial Railway of Canada and the Station Freight Clerks' Union, Branches Nos. 1 and 2, of Halifax and St. John.

Sir,—The Committee provided for under the Act was formed and completed on September 8th, and agreed to meet at Halifax on September 16th, and the three members of the Committee arrived at Halifax on the evening of the 15th.

On September 16th, the members of the Committee inspected the Intercolonial freight offices at Halifax, and familiarized themselves generally with the duties of the clerks.

At 2.15 p. m. on the same day, the Committee met in the Province Building, and there were present: Messrs. G. P. Monaghan and Alex. Gibb and several others representing the clerks, and Mr. David Pottinger and members of his staff representing the Intercolonial Railway.

The demands of the clerks were presented in writing, and were as follows:—

HALIFAX SCHEDULE. DEEP WATER FREIGHT OFFICE.

(1)

No.	Title.	Salary asked for.
1	Chief Clerk.....	\$100.00
1	Cashier.....	95.00
1	Clerk of Piers.....	95.00
1	Terminal Agent's Secretary...	90.00
5	First-class clerks.....	85.00
10	Second-class clerks (1st year)	60.00
	(2nd year)	65.00
	(3rd year)	70.00
14	Third-class clerks (1st year)	40.00
	(2nd year)	45.00
	(3rd year)	50.00

RICHMOND FREIGHT OFFICE.

No.	Title.	Salary asked for.
1	First-Class Clerk.....	\$85.00
1	Second-Class Clerk (1st year)	60.00
	(2nd year)	65.00
	(3rd year)	70.00
1	Third-Class clerk (1st year)	40.00
	(2nd year)	45.00
	(3rd year)	50.00

Schedule to apply from April 1st, 1907.

Seniority and efficiency to count in grading.

2. When a clerk is ordered back to work after hours or on Sundays or holidays by the officials, they are to be paid double time for all such extra time, and all clerical work in the office must be performed by clerks.

3. When a clerk is relieving a clerk of a senior position or class for one week or more he will receive the rate of pay of the clerk he is relieving.

4. That all clerks be allowed two weeks' vacation with pay, as at present, after one full year's service, and all statutory holidays be observed.

5. That eight hours constitute a working day, as formerly.

6. That all new clerks appointed to the office must enter as third class clerks and receive the minimum of pay of third class clerks for first year.

7. That all vacancies go to the next senior clerk, who is to hold the office for six months on probation, and if at the end of that time he has satisfied his superior officers of his ability to perform the work required of him he is to be confirmed in his position.

8. That no employee from any other Department be appointed to temporary or permanent vacancies over the heads of the regular clerks in the office.

9. Clerks will not be discriminated against for being members of the Railway Clerks' International Union, nor for serving on Boards of Adjustment representing clerks, and will be given leave-of-absence and furnished with free transportation for such purposes. They will also receive the same privileges for the purpose of attending their meetings on any part of the line, when it is possible to do so without inconvenience to the Railway.

10. No clerk will be suspended or dismissed without just cause, and any clerk charged with, suspended or discharged for an alleged fault, the same shall be fully specified in writing, giving full particulars two days prior to any investigation, and he will have a full and impartial hearing, and decision will be rendered within thirty days after filing his written request therefor with the proper official. If found blameless, as charged, he will be re-instated and will be paid for time lost at his stated rate of salary.

As this was the first intimation that the Intercolonial Railway officers had received as to what the demands were nothing more than a preliminary discussion could follow, and it was decided to allow Mr. Pottinger proper time to consider these demands and to formulate a reply to them. Accordingly the Committee adjourned and met again on the following day when Mr. Pottinger presented his reply.

It became evident at this stage that the case divided itself into two distinct parts.

1st. Relating to general questions of the relation between the Railway and its clerks and of appointments and organization.

2nd. As to wages or salaries of clerks.

In Mr. Pottinger's argument he stated definitely that the Intercolonial Railway could not increase the pay of the clerks nor adopt a schedule of salaries but upon other points the Intercolonial were disposed to be conciliatory.

The reasons for the Railway declining to agree to the increase of wages were fully set out by Mr. Pottinger and were such that the Committee felt that it would be desirable to take up the other matters in dispute, leaving the question of wages to be discussed with the Deputy Minister at a later date and all parties assented to this procedure.

Accordingly and after a full discussion the following matters were agreed upon by all parties in the form as under:—

Your Committee are of opinion that it would make far greater harmony, and better efficiency, if a system of classification of clerks were introduced. Not only would the above results accrue, but there would then be an available scheme for promotion, which at the present time seems to be lacking, and which omission breeds discontent owing to the uncertainty of upward progress for efficient clerks who have by length of service and attention to the duties of their office earned the right to consideration in this regard. Just what system of classification should be introduced must necessarily be evolved by the officials of the Railway, who are more intimately familiar with the details of the business of the Intercolonial than your Committee can possibly be. The men involved must necessarily accept the classification determined upon, subject of course to the right which they possess of bringing to the attention of their superiors in office any improvement in such classification, which to them may seem desirable in the best interests of the service.

Overtime:

Clerks duly called upon to work beyond the regular hours of their daily service should receive a *pro rata* allowance for such overtime. The same rule should apply to Sundays.

Holidays:

The two weeks vacation with pay should continue as at present.

Relieving:

When a clerk is relieving a clerk of a senior position or class, the relieving clerk should, after two weeks, receive the rate of pay of the clerk whom he relieves.

Length of Day:

Your Committee do not feel disposed at present to make any recommendation with respect to the number of hours that should constitute a day's work; the present day is practically one of eight and one-half hours.

Promotion:

Your Committee are further strongly of the opinion that, outside of the rare cases that arise where an exceptionally able outsider is brought into the service to fill some particular position requiring special knowledge and training, the principle of promotion of those already in the service should obtain, having due regard, of course, to efficiency and the requirements of the service.

Discriminations:

The men asked for the following clause:

"Clerks will not be discriminated against for being members of the Railway Clerks' International Union, nor for serving on Boards of Adjustment representing clerks, and will be given leave-of-absence and be furnished with free transportation for such purposes. They will also receive the same privileges for the purpose of attending their meetings on any part of the line, when it is possible to do so without inconvenience to the Railway."

Mr. Pottinger stated that that was now the practice on the I.C.R., and that there was no objection to an employee belonging to a Trade Union. This being the case your Committee need deal no further with this particular point.

No clerk is to be suspended, or dismissed, without just cause. Any clerk charged with, suspended or discharged for, an alleged fault, the same shall be fully specified in writing, giving full particulars two days prior to any investigation, and he will have a full and impartial hearing, and decision will be rendered by the Railway's proper official within a reasonable time after the written request has been filed. If found blameless, as charged, he will be re-instated and will be paid for time lost at his stated rate of salary."

After reaching this conclusion the Committee adjourned to meet at Ottawa.

On September 28th the Committee met in the Railway Committee Room of the House of Commons and there were present Messrs. Monaghan and Gibb and Mr. M. J. Butler, Deputy Minister of Railways and Canals.

Mr. Butler laid his views before the Committee on the question of increase of salaries and these coincided with those expressed by Mr. Pottinger at Halifax, and further explained the inability of the Railway to increase their expenses owing to the fact that working expenses of the Railway were very largely in excess of revenue and no funds were available for any increase of expenses.

The Committee further considered the questions involved and now submit the following additional recommendations:—

The Committee after the investigation is of opinion that in the matter of wages the system that obtains of appointing from time to time new men at higher pay over the heads of men long in the service and probably more capable

of doing the work, is injurious to the service and unjust to the men. The remedy for this lies in reorganization, and the abolition of the existing system of appointment influenced by political patronage, which from the point of efficient working, we find ample evidence to condemn as applied to the Intercolonial Railway.

The present staff is greater than is necessary, and this is another element which discourages individual increases. If the aggregate amount paid now in salaries were divided among a staff equal simply to the requirements of the service, the men remaining could be better paid than they are now.

The rearrangement of salaries could then be made on the basis of the value of the position and the work done, having regard, of course, to what is paid for similar work elsewhere, and the local cost of living as compared with such comparative centres.

At the present time, the wages paid to those now presenting claims before us are not, owing to above reasons, what a fair consideration would justify. Under the reorganization hereby strongly recommended, it is more than probable that the adoption of increases of from 15% to 20% would not mean an appreciable addition to the operating expenses of the Intercolonial Railway, and would produce a more equitable schedule of compensation for the staff retained.

We summarize our further recommendations as follows:—

(1) Reorganization in order to adjust the number of employees to the actual requirements of the service.

(2) An increase as above suggested to the re-organized staff.

(Sgd.) D. McGIBBON,
Chairman of Committee.

(Sgd.) JOHN G. O'DONOGHUE,
Appointee of Clerks' Union.

(Sgd.) HENRY HOLGATE,
Appointee of Intercolonial Railway.

II. SETTLEMENT OF DIFFERENCES BETWEEN THE QUEBEC HEAT, LIGHT & POWER COMPANY AND ITS STREET RAILWAY EMPLOYEES.

AS briefly stated above, the differences involved in this case were settled by a conference between the two members of the Board appointed on the recommendation of the parties to the dispute, and without the recommendation or appointment of a chairman. The application in this matter was received in the Department on September 3, being signed by Messrs. Henry O'Neil and T. Mercier, president and secretary respectively of the Fraternité Nationale No. 1 des Employés de Tramways Electriques de Québec. The number of employees affected was alleged to be 2 directly and 114 indirectly. The cause of dispute was alleged to be the dismissal of Mr. O'Neil from the employment of the Company for alleged irregularities. It was stated on behalf of Mr. O'Neil that these irregularities had not occurred, and that the real ground of difference between the Company and the men was the position taken on the part of the Company with regard to the Union to which the men be-

longed, and of which O'Neil was president. It was alleged also that Mr. Arthur Roy, another employee, had been improperly dismissed because of irregularities alleged to have been committed by him as an employee of the Company during the Tercentenary fetes. These irregularities also, it was contended by the employees, had not occurred.

The Minister proceeded with the establishment of a Board, appointing, on the recommendation of the Company, Mr. W. H. Moore, of Toronto, and on the recommendation of the employees, Mr. Omer Brunet, of Quebec. Shortly after the appointment of Messrs. Moore and Brunet, the Department was informed that steps were being taken by these gentlemen looking to a settlement of the matter as between themselves, and that there was every probability of an amicable arrangement between the disputants being reached in this way. Under the circumstances, the Minister refrained for a few days from proceeding with the

final constitution of the Board, and on October 6, a joint statement from Messrs. Moore and Brunet was received in the Department, recommending a course suitable for a settlement of the differences. The joint statement recommended the reinstatement of O'Neil on account of his general good record, without, however, admitting that the action of the manager of the Company with regard to him had been in any respect improper; and in the case of Roy, found that the matter had never been brought before the superior officers of the Company, or an attempt made to adjust the grievances named on his behalf, and that it did not in consequence appear to be proper to make any finding in his case. The Department transmitted copies of the joint statement to the representatives of the two parties of the dispute, and requested from them respectively a statement as to the attitude of the parties with respect to the acceptance of the same as a basis of settlement. Letters were received from the representatives of each party, accepting the terms recommended in the joint statement as a basis of settlement, the letters received being respectively as follows:—

From the Quebec Railway, Light & Power Company.

“QUEBEC, October 9, 1908.

F. A. Acland, Esq.,
Acting Deputy Minister of Labour,
Ottawa.

Dear Sir:

I have to acknowledge the receipt of your letter of the 6th inst., enclosing copy of a joint statement from the members appointed under the Industrial Disputes' Investigation Act, 1907, to enquire into certain matters with reference to the dispute between the Company's employees and the Company, and in reply, beg to state that the recommendation and the conclusion arrived at by Messrs. Moore and Brunet are perfectly satisfactory and that the recommendations have been carried out.

I desire to thank you, as well as the Honourable the Minister of Labour, for your kindly consideration in this matter.

Yours truly,

(Signed) EDW. A. EVANS,
General Manager.

From the Employees.

QUEBEC, October 9, 1908.

(translation)

F. A. Acland, Esq.,
Acting Deputy Minister of Labour and
Acting Registrar of Boards of Conciliation and
Investigation,
Ottawa, Ont.

Sir:

I have the honour to acknowledge receipt of your letter of the 6th containing the joint report of the members of the Board of Conciliation and Investigation

established with reference to the matter of Motormen O'Neill and Roy. The Brotherhood extends its sincere thanks to the Honourable the Minister of Labour for having taken our application into consideration and for having brought the matter to an arrangement so satisfactory. The employees are satisfied with the outcome of the dispute and declare that the joint recommendation contained in the report received are acceptable as a basis of settlement.

I have the honour to be, Sir,

Your obedient servant,

(Signed) T. MERCIER,

*Rec. Sec. Fraternité Nationale No. 1 des Employés de
Tramways Électriques de Québec.*

Text of Joint Statement.

The text of the joint statement received from Messrs. Moore and Brunet was as follows:

Honourable Rodolphe Lemieux,
Postmaster General and Minister of
Labour,
Ottawa.

Dear Sir,—In the matter of a dispute between the employees of the Quebec Railway, Light and Power Company and the Company which has been referred to us for settlement under the Industrial Disputes Investigation Act, we, Omer Brunet, of the city of Quebec, and W. H. Moore, of the city of Toronto, having been appointed by the employees and the Company respectively to investigate the dispute in question, beg to report as follows:—

In reference to the O'Neil Case:

1. At a meeting held in the Labour Temple in the City of Quebec on the morning of the 3rd of October, we decided to hear in a preliminary way the main facts of the dispute and to attempt if possible to bring about a conciliation of the parties.

2. Pursuant to our decision as to an attempt at conciliation we met at the office of the Company on the afternoon of the 3rd of October to hear statements from Henry O'Neil, Alfred Barret and from Edward A. Evans, General Manager of the Company.

As a result of our enquiries we find,—

1. That the statements of O'Neil and Barret are conflicting.

2. Upon the evidence that was submitted by the Manager of the Company in connection with this matter, that his action was taken solely with the intention of promoting the discipline of the Company, and the best interest of the service to the public.

3. It has been shown to our satisfaction that O'Neill is a capable employee and that his record up to and until the 29th day of June last was good.

4. In view of the good record of O'Neill, while we believe that the public interests demand that the Manager should be free as to whom he hires or dismisses for infraction of the rules, we would submit that in our opinion it would be a fair settlement of the dispute if O'Neill be reinstated in his position as motorman in the service of the Company. Such reinstatement to take place on Monday, the 5th instant.

In the case of Arthur Roy:

We find no evidence that the matter has been brought before the superior officers of the Company or any attempt made to adjust the matter with them. Under these circumstances we feel that we should not make a finding. We are of the opinion that a serious attempt should be made by the employer and employees to exhaust all efforts of settlement before applying for a ruling

under the Industrial Disputes' Investigation Act. This is exceedingly important in the case of public service corporations in which we realize the discipline of employees must be preserved.

Yours respectfully,

(Signed) OMER BRUNET,
(Signed) W. H. MOORE.

Dated at Quebec, October 3, 1908.

III. STRIKING MECHANICS OF THE CANADIAN PACIFIC RAILWAY COMPANY ACCEPT THE FINDINGS OF THE BOARD OF CONCILIATION AND INVESTIGATION AND THE STRIKE IS CLOSED.

IT will be remembered that the report from the Board of Conciliation and Investigation established for the adjustment of the dispute between the Canadian Pacific Railway Company and its mechanics was received in the Department in the latter days of July, and that a few days later telegrams were received in the Department from the two parties to the dispute stating their attitudes respectively. The particulars of the matter were set forth in the *Labour Gazette* for the month of August, the Canadian Pacific Railway Company accepting the finding of the Board as a basis of settlement, though under protest, while the employees declared the findings not acceptable to them. On August 5, a strike on the part of the employees affecting about 5,000, and extending throughout the Canadian Pacific Railway system was commenced and continued during the months of August and September. On October 5, the following telegram from the representative of the employees was received by the Minister of Labour:—

WINNIPEG, October 4, 1908.

Minister of Labour,
Ottawa.

Employees of Canadian Pacific Railway have decided to accept award of Conciliation Board.

(Signed) BELL HARDY.

The following message was sent in reply, and a copy of the message received

on behalf of the employees was immediately telegraphed to the employing company:—

OTTAWA, October 5, 1908.

Bell Hardy,
Winnipeg, Man.

I am directed to acknowledge your telegram to Minister stating employees of Canadian Pacific Railway have decided to accept award of Conciliation Board and to express Minister's satisfaction that the dispute between the Company and its employees has terminated.

(Signed) F. A. ACLAND,
Acting Deputy Minister of Labour.

In a circular letter issued under date of October 5 from Winnipeg, Man., from the headquarters of the joint committee representing all trades in the mechanical and car departments, and which had had charge of the strike, the same being signed by Mr. Bell Hardy, Chairman, Mr. J. H. McVety, Secretary-Treasurer, and other members of the Committee, it is stated that the strike was ended by an arrangement between the Company and the Committee on the following basis, namely:—

- "1. Men to advise the Department of Labour of the acceptance of the terms of the award;
2. Strike to be called off East and West;
3. Company to take all reasonable means to find employment for the strikers and to take measures to prevent any discrimination."

It is understood that the striking employees returned to work immediately at various points along the system, so far as the Company was able to find positions for them.

THE IRON MOULDERS' CONFERENCE BOARD OF ONTARIO—THIRD ANNUAL MEETING. (*)

THE third annual meeting of the International Iron Moulders' Conference Board of Ontario was held in the Labour Temple, Toronto, September 4-5, 1908. Delegates were present from 15 of the largest centres of the iron industry of Ontario. After the usual preliminaries, the meeting was opened for general discussion, and a number of matters were dealt with.

A delegate was appointed to attend the next meeting of the Educational Association in May, 1909. The business agent of the Board was also appointed to represent the Board at the meeting of the Trades and Labour Congress of Canada on September 21, 1908. The Buck and McClary strikes were discussed. It was also decided that labour should have more representatives in the House of Commons.

A number of communications and reports were read. The finances of the Board were shown to be in a good condition, and the number of members increasing. The total number of members

* The matter included in this report was furnished to the Department by courtesy of Mr. F. C. Burgess, Secretary-Treasurer of the Board.

affiliated with the Board is in the neighbourhood of 2,000. The financier of the International Union at Cincinnati was present during both days, and gave an address on the history of the Iron Moulders' Union of North America, from its inception in June, 1855. Previous to the date mentioned, individual and temporary unions of moulders were in existence in Philadelphia in 1837, and in Cincinnati in 1847. The first strike on record occurred on May 16, 1855, in Philadelphia, and lasted two weeks. This led to the organization on June 16, 1855, of the first branch of the present Iron Moulders' Union, known as No. 1, Philadelphia. The cause of this strike was a third reduction in wages. At present there are 100,000 members of the union.

The officers elected were:—

President, Bro. J. R. Thatcher, No. 212, Guelph.
Vice-President, Bro. Robertson, No. 191, Peterborough.
Recording-Secretary, Bro. W. S. Strachan, No. 201, Smith's Falls.
Secretary-Treasurer, Bro. F. C. Burgess, No. 249, Woodstock.
Door Keeper, Bro. Robinson, No. 447, Galt.
Business Agent, Bro. Barnett, No. 28, Toronto.
Trustees, Bros. Jacobs, No. 37, London; Hungerford, No. 136, Oshawa and Wagner, No. 314, Preston.

SUNDAY LABOUR ON RAILWAYS—ORDER OF BOARD OF RAILWAY COMMISSIONERS ON APPEAL OF GRAND TRUNK RAILWAY COMPANY.

DURING the month of August, 1908, an appeal was made by the Grand Trunk Railway Company of Canada with reference to the interpretation of certain sections of the Lord's Day Act. The appeal was heard at a special session of the Board, at which counsel were present representing the Department of Railways and Canals, the Department of Labour, the Grand Trunk Railway Company, the Lord's Day Alliance and the Rational Sunday League.*

* See the *Labour Gazette* for September, 1908, page 315 for statement in detail as to appeal and proceedings in connection with the hearing.

Findings of the Board.

The order of the Commission with reference to the subject was issued on October 26. Under its terms the Grand Trunk Railway Company will be permitted during the busy season of the year to handle grain at lake ports, make up trains and do all other necessary work on Sunday. It will be incumbent, however, on the railway company to show that the work which it performs on Sunday is in its nature "necessary." The full text of the order is as follows:

ORDER NO. 5492.

The Board of Railway Commissioner of
Canada.

Wednesday, the 28th Day of October,
A.D., 1908.

Hon. J. P. MABEE,
Chief Commissioner,

Hon. M. E. BERNIER,
Deputy Chief Commissioner.

JAMES MILLS,
Commissioner.

In the matter of the application of the Grand Trunk Railway Company of Canada, hereinafter, called the "Applicant Company", under Sub-section (x) of Section 3 of the Lord's Day Act, 6 Edward VII, Chapter 27, for an Order permitting the Applicant Company, by its servants, workmen, and agents, in order to prevent undue delay to traffic, to do on any Sunday, work incidental to the continuance to its destination of freight in transit at the beginning of such Sunday, notwithstanding that the cars containing such freight and forming part of any train so in transit, may not have a common destination, but may require to be switched, shunted, or otherwise dealt with at railway yards, divisional or other points, for the purpose of being sent on to their several destinations:

Upon the hearing of Counsel for the Applicant Company, the Lord's Day Alliance, and the National Sunday League, the evidence adduced, and what was alleged, Counsel for the Canadian Pacific, the Canadian Northern, the Pere Marquette Railway Companies, the Department of Railways and Canals, and the Attorney General of the Province of Ontario being represented at the hearings.

It is ordered that permission be, and and it is hereby granted the Applicant Company, its servants, workmen, agents, or officers, in order to prevent undue delay, to

(1) Unload grain from vessels at lake ports in Ontario and load grain into cars at such ports between September 15th,

in any year and June 1st in the year following, upon the Lord's Day.

(2) Between the said dates do such work as may be necessary for the purpose of furnishing to and from such lake ports in Ontario a continuous railway service for carrying grain from elevators and vessels upon the Lord's Day.

(3) Perform all work necessary upon the Lord's Day for the delivery to their several destinations of freight cars that were in transit when the Lord's Day began.

And it is further ordered that other railway companies subject to the jurisdiction of the Board, carrying grain from Ontario lake ports as aforesaid, be entitled to the same privileges as those granted herein to the Applicant Company.

(Sgd.) J. P. MABEE,
Chief Commissioner,

Board of Railway Commissioners for
Canada.

Examined and certified as a true copy
under Section 28 of "The Railway
Act."

(Sgd.) A. D. CARTWRIGHT,
Secretary,

Board of Railway Commissioners for
Canada.

Ottawa, 30th Day of October, 1908.

The judgment of the Chief Commissioner is as follows:

"This application is made by the Grand Trunk Railway Company under s.s. (x) of Section 12 of the Act respecting the Lord's Day.

Section 12 provides that notwithstanding the other provisions of the Act, any person may on the Lord's Day do any work of necessity or mercy. Then in following clauses a variety of matters are declared to be included in the expression "work of necessity or mercy."

S.S. (h) is as follows: "The continuance to their destination of trains and vessels in transit when the Lord's Day begins."

(k) "Work before six o'clock in the forenoon and after eight in the afternoon

of yard crews in handling cars in railway yards."

(l) . . . "Loading or unloading before 7 o'clock in the morning or after 8 o'clock in the afternoon any grain, coal, or ore carrying vessel, after the 15th September."

(x) "Any work which the Board of Railway Commissioners for Canada, having regard to the object of this Act; and with the object of preventing undue delays deems necessary to permit in connection with the freight traffic of any railway."

What the Railway Company asks is as follows:—

"The Grand Trunk Railway Company of Canada hereby applies to the Board for an Order under sub-section (x) of section 3 of the Lord's Day Act, 6 Edward VII, Chapter 27th, as follows:

1. Permitting the said Company, by its servants, workmen, and agents, in order to prevent undue delay to traffic, to do on any Sunday, in the Province of Ontario, work incidental to the continuance to their destination of cars in transit at the beginning of each Sunday, notwithstanding that the said cars forming part of any train so in transit may not have a common destination, but may require to be switched, shunted, or otherwise dealt with for the purpose of being sent on to their several destinations.

2. Permitting the said Company to do, in the Province of Ontario, such work upon any Sunday as may be necessary for the purpose of furnishing to shippers of livestock, a continuous railway service without which such persons would be unduly hampered and delayed in their said business.

(3) Permitting the said Company to do, in the Province of Ontario, such work upon any Sunday as may be necessary for the purpose of furnishing to and from lake ports, a continuous railway service for carrying grain from elevators and vessels, and without which service such traffic would be unduly delayed.

(4) Permitting, in the Province of Ontario, the unloading of grain from vessels at lake posts, and the loading of grain into cars at such ports, and with-

out which service, such traffic would be unduly delayed."

This whole subject received most careful consideration by Parliament and the Act as it stands is the result of compromises made by those holding divergent views upon the subject matter of the legislation, and any encroachment upon its prohibitions can be permitted only for the gravest and plainest reasons.

The Board's jurisdiction arises only in connection with the movement of *freight* traffic; and as to that it is limited to such classes of work as it deems necessary to permit with the object of preventing "undue delay"; and in exercising jurisdiction, the Board is bound to have regard to the object of the Act. Of course the object of the Act is well known, and with its general intention of providing for a day of rest in every week all must be in entire sympathy; and in dealing with this application, this must be kept steadily in view.

Parliament dealt very exhaustively with this vexed subject, and the statute was the result of much discussion and contention; a very large section of the community looks with a jealous eye upon the Act, and will regard with much concern any Order that may be made enlarging its provisions and extending exceptions to its prohibitions. However, in the view I take, the Railway Companies cannot, under the Act or any order this Board may make, be left in any way masters of the situation, and may be called upon to justify any movement of freight that the order I think them entitled to may cover. In other words, the burden will be upon them to satisfy the Court that the particular movement was necessary to prevent "undue delay", which in each individual case must be a question for the tribunal before which a prosecution may be launched. So, although Parliament has conferred certain powers upon this Board, the result of the section is, I think, that those who interest themselves in the enforcement of the Act may call the companies to account for anything done by them as a result of this application and so control may be retained and no abuse

made of privileges granted by the Board, even if such should be attempted.

Perhaps, the most serious feature of this application is that referring to the grain trade. The development of this traffic has likewise received the most careful attention in Parliament, and millions of public and private money have been invested in its development—in the deepening and improvements of harbours, the enlargement of ships, the construction of canals, elevators, and lighthouses, the enlargement and extension of railway terminals, eliminating curves and lowering gradients, much of which has been compulsory by reason of the keen competition of the American carriers. Along the American lines there are no Lord's Day laws to interfere with or temporarily check the flow. A continual struggle for this carrying trade exists between the routes through Ontario and those through American channels. There may be some extremists who would prefer that this trade through Ontario gateways should be crippled rather than permit it to continue upon the Lord's Day; but I am mistaken in my estimate of the Christian people of the Province if there is not a very large majority that would make reasonable concessions to avoid undue interference with this traffic, were they satisfied of the existence of the facts that made such course reasonable.

Now, under the Act as it stands, trains and vessels in transit when the Lord's Day begins, carrying grain, may continue to their destination; and after September 15th in each year grain vessels may be loaded or unloaded before 7 a.m. or after 8 p.m. upon the Lord's Day; but it is said that this carrying trade cannot be retained for Canadian carriers if these limitations are to be strictly observed.

Turning now to the evidence given upon the hearing, Mr. Tiffin, Superintendent of the Northern Division of the G.T. R., has under his control the ports of Midland, Collingwood and Meaford; he says that in order to take care of the grain and by prompt movement protect the Canadian route, it is absolutely necessary to move the empty cars upon the Lord's Day, to release the vessels; that these latter must be loaded promptly,

that they may return for other loads, and that if this is not done the vessel owners will carry to American ports where they obtain a continuous service; that this would mean to the vessel owner a trip or two more in the season than to Canadian ports. The time of arrival of these vessels cannot be fixed, owing to weather and other conditions, and that he has seen on Sundays two vessels at Meaford, four at Collingwood, and six or eight at Midland, all waiting to be unloaded. This grain all passes through the elevators, and only one vessel can unload at a time at each elevator. The cars for this grain have to come to the ports empty; and when the elevator is full, the empties are required to receive the grain through the elevator from the ship, or unloading must stop. This grain comes from Port Arthur, Duluth, Chicago, and Fort William, and Mr. Tiffin says that at times they have been unable to handle this traffic even by working seven days a week; and that to prevent undue delay, after September 15th and for two months after the opening of navigation in the spring, it is necessary to haul the empty cars in train load lots through to the lake ports on the Lord's Day, load from the elevator, and start them to their destination.

Mr. Donaldson, Superintendent in charge of Depot Harbour, stated that in years of good crops the railway has more grain to handle through that port than can be cared for by working seven days a week; that there are tramp vessels bringing grain to Depot Harbour that would go to American ports if they were impeded in unloading; their arrival cannot be timed, owing to fog, congested condition in the Sault Canal, and stormy weather; and that 14,000,000 bushels have been handled through Depot Harbour in one season. This is booked from Chicago, Milwaukee, Duluth, Fort William, and Port Arthur for sailings from Montreal by various steamships, in which space has been taken; and during the rush season it is absolutely necessary, in order to handle this traffic and preserve it over that route, to make movements upon the Lord's Day that are prohibited by the Act. A large amount of package

freight from the New England States, New York, and Boston, also from Chicago and Milwaukee, passes through Depot Harbour. This is on the upper deck of the vessels and the grain below. The package freight has to be removed before the grain can be got at, and all this increases the difficulty connected with the unloading of grain vessels arriving at the week end.

Mr. Donaldson says the competitive routes with his are those that run to Galveston, rail and ocean to Europe, and the lake ports to Buffalo and Toledo and other elevator points; the grain going via Buffalo continues whether Sunday intervenes or not; if that coming via the Canadian ports is held up for a day, a very serious handicap is put upon the Canadian carrier as against his American competitor.

Mr. W. G. Brownlee, Manager of Transportation of the G.T.R. says, that if they are prevented from taking empty cars to the lake ports on Sunday this season, his road will lose the carrying of 5,000,000 bushels of grain. While the mere money loss to a corporation not allowed to work its employees on the Sabbath may be of no moment, it seems to me the pecuniary loss to the Grand Trunk by not being able to carry this grain is not the only things for consideration. If it were, I should regard the evidence as of little value. If this grain cannot be carried by Canadian lines it will go through American channels, and others will benefit at the expense of the country whose every effort has been put forth to acquire and hold this carrying trade; and so, instead of merely Grand Trunk interests being involved, it is the larger question of the commerce of the country being at stake; and while I am not at all of the opinion that this is a reason for making a week-day of the Sabbath, I do think that some modification of the Act may be made so that this traffic may be retained, and yet that the minimum of Sunday work be permitted. The railways carrying grain from Georgian Bay ports are in competition not only with the American railways but also experience the keenest competition from the all-water routes, not only in the movement of eastbound grain, but

in the westbound traffic. Depression in lake traffic has diverted many vessels from the upper lake carrying trade to the longer routes to St. Lawrence points or through to Montreal. The movement of this year's crop will tax to the utmost the capacity of the rail carriers from Georgian Bay points; and to place themselves in a position to compete with some degree of success with other routes, and obtain a share of this carrying trade, special tariffs were filed by them with the Board, becoming effective September 4th, reducing the wheat rate to 5 cents per bushel from Georgian Bay points to Montreal. It is manifest from the conditions above indicated and other that exist, that some degree of freedom, consistent with reason, should be extended to the rail carrier from Georgian Bay points—others beside those who stand for strict Sabbath observance in Ontario are concerned in this matter. Freight rates to ocean ports are of vital interest to the Western farmer, and any barrier along the route reflects upon the price obtainable by him for his wheat.

Again, Ontario is a mere link in the route to the sea-board, and under the Act, as it stands, vessels and trains in transit through Ontario, when the Lord's Day begins, may continue to their destination. Grain vessels may continue loading or unloading up to 7 o'clock in the morning and may again resume after 8 o'clock in the evening, after September 15th, upon the Lord's Day. It is sworn and not contradicted that the grain carrying trade cannot be carried on if stopped between 7 a.m. and 8 p.m. (except where vessels and trains are in transit). It does not seem reasonable, in view of the vast interests involved both to the carrier and to the whole country, that this traffic should be destroyed by undue delay.

The Railway Company asks permission to furnish to shippers of live stock a continuous service, without which such persons would be unduly hampered in their business; but upon this branch no evidence was given by any live stock shippers; and the facts given upon the hearing do not justify the Board in interfering with existing conditions.

The next request is that in order to prevent undue delay to traffic certain shunting be permitted on the Lord's Day. Sub-section (h) of Section 12 gives leave to continue to their destination "trains and vessels in transit when the Lord's Day begins, and work incidental thereto." The interpretation clause of the Act does not define the word "train". Sub-section 32 of Section 2 of the Railway Act defines "train" as including any engine, locomotive, or other rolling stock.

The applicants allege that great delay and loss will ensue if they are prohibited from continuing to their destination individual cars that may be in transit when the Lord's Day begins, and perform the work incidental thereto. Let a concrete case serve as an illustration: Twenty cars of cattle leave Palmerston on Saturday evening, fifteen for Montreal for export by steamer sailing on Monday, five cars for Toronto, where the train arrives at say, 3 o'clock on Sunday morning. What was the destination of this "train"? It is contended the railway employees cannot leave the 5 cars for Toronto when the train arrives there and carry the other fifteen to Montreal, but must either hold the whole train at that point or take the five Toronto cars on to Montreal. To leave the five cars means breaking up the train, and this, it is said, cannot be done. It may be said that the Toronto cars should not have been attached to the train and so the difficulty was caused by those responsible for making up the train. Perhaps, had another freight train been leaving Palmerston for Toronto to which the five Toronto cattle cars might have been attached, "undue delay" in getting those cars to Toronto might have been avoided by not mixing the Toronto and Montreal cars; but suppose the Toronto cattle had to be there for Monday morning and no other train that could carry them was leaving Palmerston on Saturday night, it is manifest these cattle must be taken by special train, making a prohibitive freight rate, or not reach Toronto for Monday morning.

I do not think any harm will follow or any encroachment be made upon the

spirit or object of the Lord's Day Act by giving the Company liberty to leave the five Toronto cars at their destination and continue to Montreal with the other fifteen cars. Suppose this case actually occurred and the Company was prosecuted, it would still have to establish that the whole movement was necessary in order to avoid "undue delay" not only dropping the Toronto cars at that point but the making up of the train in this manner at the starting point.

Illustrations might be multiplied, many of which would show how this privilege might be abused by the railways in bringing to, say, Mimico upon various trains from different points cars destined to Montreal, and there sorting out the latter and making up an entirely new train. If this is attempted, the Courts must say whether it was necessary to prevent "undue delay"; and so I think full control is retained and prosecutions will be effective in preventing abuse of privileges granted by this Board, and care exercised by those responsible for the operation of railways will prevent the public sense from being offended by unnecessary movement of freight trains on the Lord's Day.

I therefore think that an Order may issue permitting the Grand Trunk Railway Company, its servants, workmen, agents or officers, in order to prevent undue delay, to

(1) Unload grain from vessels at lake ports in Ontario and load grain into cars at such ports between September 15th in any year and June 1st in the year following, upon the Lord's Day.

(2) Between the said dates do such work as may be necessary for the purpose of furnishing to and from such lake ports in Ontario a continuous railway service for carrying grain from elevators and vessels upon the Lord's Day.

(3) Perform all work necessary upon the Lord's Day for the delivery to their several destination of freight cars that were in transit when the Lord's Day began.

If it be found that attempts are made to abuse the provisions of this Order, the Board will cancel it in whole or in part

Other railways carrying grain from Ontario lake ports are, of course, entitled to the like privileges.

It may not be uninteresting to note that in a report made to the Board on the 9th of June, 1908, by one of its officials in dealing with the question as to whether the Grand Trunk Railway Company had during the previous year furnished adequate and suitable accommodation for the carrying, unloading and delivery of

traffic offered for carriage upon its lines, the following paragraph appears:

"The effect upon the power of the Company to receive, carry and deliver traffic without delay, in compliance with the provisions of the Lord's Day Act, will, in my opinion, mean a loss of 21 per cent. per week, or, in other words, the Company would move only 79 per cent. of its capacity during the week.

October 17th, 1908.

FAIR WAGES SCHEDULE IN GOVERNMENT CONTRACTS AWARDED DURING THE MONTH OF OCTOBER, 1908.

The following is a list of contracts awarded by the Department of Public Works, the Department of Railways and Canals and the Department of Marine and Fisheries, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

Wharf at McPherson's Cove, N. S.; names of contractors, Reid and Archibald, Halifax, N. S.; date of contract, September 19, 1908; amount of contract, \$3,973.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter.....	\$2.25
Carpenters.....	2.00
Blacksmith.....	2.00
" helpers.....	1.50
Labourers.....	1.50
Driver with horse and cart	2.00
Driver with two horses and wagon.....	3.00

Armoury at Durham, Ont., name of contractor, Hugh McDonald, Durham, Ont.; date of contract, October 2, 1908; amount of contract, \$6,000.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters.....	\$.20 per hour
Joiners.....	.22½ "
Painters.....	.22½ "

Painters and Glaziers.....	.20	"
Bricklayers.....	.25	"
Masons.....	.25	"
Stonecutters.....	.30	"
Plasterers.....	.25	"
Lathers.....	.02½	per yard
Plumbers.....	.20	per hour
Tinsmiths.....	.20	"
Steamfitters.....	.20	"
Metal roofers.....	.20	"
Builders' labourers.....	.15	"
Electrical workers.....	.25	"
Ordinary labourers.....	.15	"
Driver, 2 horses and wagon	.35	"
Structural iron workers ...	.25	"

Public building at Cookshire, Que.; names of contractors, J. Simoneau and A. Dion, Sherbrooke, Que.; date of contract, October 3, 1908; amount of contract, \$13,300.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters.....	\$1.75
Bricklayers.....	3.50
Masons.....	3.50
Stonecutters.....	3.50
Plasterers.....	3.00
Painters.....	2.00
Plumbers and steamfitters	2.50
Sheet metal workers.....	2.50
Electricians.....	2.00
Builders' labourers.....	1.50
Ordinary labourers.....	1.25
Driver with horse and cart	2.00
Driver with two horses and wagon.....	3.00
Joiners.....	2.00

Public wharf at Whitney Pier, N. S.; name of contractor, J. W. Dobson, Syd-

ney, N. S.; date of contract, October 10, 1908; amount of contract, \$9,980.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Carpenters.....	\$2.25 per day of 9 hours
Enginemen for pile driver	2.25 " 10 "
Blacksmiths.....	2.25 " 10 "
" helpers.....	1.50 " 10 "
Labourers.....	1.50 " 10 "
Driver, 1 horse and cart....	2.50 " 10 "
Driver, 2 horses and wagon	3.75 " 10 "
Foreman carpenter.....	3.00 " 9 "

Public building at Whitby, Ont.; names of contractors, H. Gay and Sons, Courtice, Ont.; date of contract, October 16, 1908; amount of contract, \$22,000.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Stonecutters.....	\$3.75
Bricklayers.....	3.75
Masons.....	3.75
Carpenters.....	2.00
Joiners.....	2.25
Stairbuilders.....	2.50
Plasterers.....	3.75
Lathers.....	.03 per yard
Plumbers.....	3.00
Steamfitters.....	3.00
Tinsmiths.....	2.50
Metal roofers.....	2.50
Electrical workers.....	2.25
Builders' labourers.....	1.60
Ordinary labourers.....	1.50
Driver with horse and cart	2.50
Driver, 2 horses and wagon	3.50

Alterations to post office building at Georgetown, P. E. I.; name of contractor, B. D. Huntley, Charlottetown, P. E. I.; date of contract, October 20, 1908; amount of contract, \$3,000.00.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters.....	\$1.75
Painters.....	1.75
Bricklayers.....	3.00
Masons.....	2.50
Stonecutters.....	3.00
Plasterers.....	2.50
Plumbers and steamfitters..	2.00

Sheet metal workers.....	2.00
Builders' labourers.....	1.50
Ordinary labourers.....	1.25
Driver, with 1 horse and cart	2.50
Driver, with 2 horses and wagon.....	3.50

Department of Railways and Canals.

Construction of concrete walls and widening of Lachine Canal at St. Henri Que.; date of contract, October 24th 1908; amount of contract, schedule rates contractors, Canadian General Development Co., Ltd.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Builders' labourers.....	\$ 0.22½ per hr., 9 hrs. day
Steam drillers.....	.22½ " 9 "
Stonecutters.....	.40 " 8 "
Masons.....	.40 " 9 "
Carpenters.....	.27½ " 9 "
Bricklayers.....	.45 " 9 "
Ordinary labourers.....	.17½ " 9 "
Pavers.....	1.75 per day 9 hours
Hand drillers.....	1.75 " 9 "
Blacksmiths.....	2.25 " 9 "
" helpers.....	1.50 " 9 "
Machinists.....	2.25 " 9 "
" helpers.....	1.75 " 9 "
Diver with outfit.....	8.00 " 9 "
Diver's assistant.....	1.75 " 9 "
Timekeepers.....	1.50 " 9 "
Driver, 1 horse and cart....	2.50 " 9 "
Driver, 2 horses and wagon	4.00 " 9 "
Stationary engine engineer	2.50 " 9 "
" fireman ..	1.75 " 9 "
Steam derrick fireman.....	1.75 " 9 "
Tug captain.....	50.00per month and board
Tug engineer.....	65.00 " "
Tug firemen.....	28.00 " "
Tug deckhands.....	21.00 " "
Joiners.....	.30per hr., 9 hrs. p. da

Supply and erect waggon valves for locks and weirs of the Trent Canal; date of contract, October 5th, 1908; amount of contract, schedule rates; contractor: Dominion Bridge Co., Ltd.

FAIR WAGES SCHEDULE.

At Trenton, Glen Millar, Frankford, Glen Ross, Head of Bradley Bay, Campbellford, Middle Falls, Heck Falls and Hastings:

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Labourers.....	\$1.50
Carpenters.....	2.25
Riveters.....	2.25
Buckers-up.....	1.75

Heaters.....	1.75
Handymen.....	2.00
Stonecutters.....	3.50
Stonemasons.....	3.50
Teamsters.....	1.50
Driver, 1 horse and cart...	2.50
Driver, 2 horses and wagon	3.50

FAIR WAGES SCHEDULE.

At Rosedale, Lock No. 8, Lock No. 9 and Lock No. 10

Labourers.....	\$1.50
Carpenters.....	2.25
Riveters.....	2.25
Buckers-up.....	1.75
Heaters.....	1.75
Handymen.....	2.00
Stonecutters.....	4.00
Stonemasons.....	4.00
Teamsters.....	1.50
Driver, 1 horse and cart...	2.50
Driver, 2 horses and wagon	3.50

Construct and erect steel highway draw bridges over the Trent Canal at Glen Millar, Frankford, Glen Ross, Green Lane, Yonge Street and 2nd Concession Road; and construct and erect a single track steel railway draw bridge over said canal on line of the Central Ontario Railway, at Glen Ross; date of contract, October 10th, 1908; amount of contract, schedule rates; contractors, the Hamilton Bridge Works Co., Ltd.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Structural iron workers ...	\$2.25
Riveters.....	2.25
Carpenters.....	2.25
Labourers.....	1.50
Painters.....	2.00
Masons.....	3.50
Stonecutters.....	3.50

Installation of a hot water heating plant in station at Springhill Jet., N. S., Intercolonial Railway; date of contract, October 10th, 1908; amount of contract, \$997.00; contractor, Harris G. Hagen, of Amherst, N. S.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Steamfitters.....	\$2.00
Painters.....	1.75
Carpenters.....	1.75
Labourers.....	1.50

Erection of boiler room at new engine house at Halifax, N. S., Intercolonial Railway; date of contract, October 5th, 1908; amount of contract, \$6,490.00; contractor, Emil A. Wallberg, of Montreal.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 9 Hours, Not less than:
Concrete layers.....	\$0.17 per hour
Builders' labourers.....	.17 "
Gravel roofers.....	2.00 per day
Stonecutters.....	3.50 "
Carpenters.....	.25 per hour
Blacksmiths.....	2.00 per day
Sheet metal workers.....	2.00 "
Masons.....	3.60 "
Painters and glaziers.....	2.25 "
Timekeepers.....	2.00 "
Bricklayers.....	3.60 "
Plumbers and steamfitters..	2.25 "
Structural iron workers ...	2.25 "
Driver, 1 horse and cart....	2.50 "
Driver, 2 horses and wagon	3.50 "

Enlargement of existing freight shed, and installation of heating apparatus in station at Pugwash, N. S., Intercolonial Railway; date of contract, October 15th, 1908; amount of contract, \$1,800.00; contractor, Clarence E. Read, of Pugwash, N. S.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman.....	\$2.50
Masons.....	2.50
Bricklayers.....	3.00
Carpenters.....	1.75
Plasterers.....	2.50
Painters.....	1.75
Labourers.....	1.25
Plumbers and steamfitters...	2.00
Driver, 1 horse and cart...	2.00
Driver, 2 horses and wagon	3.00

Erection of a new freight telegraph office at junction of Halifax & South-western Railway with Intercolonial Railway at Halifax, N. S.; date of contract, October 17th, 1908; amount of contract, \$1,100.00; contractors, John MacInnes & Son, Ltd., of Halifax.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Foreman.....	\$2.00 per day of 10 hrs.
Labourers.....	1.70 " 10 "
Carpenters.....	2.25 " 9 "
Painters.....	2.25 " 9 "

Supply and erection of steam boiler at Newcastle, N. B., Intercolonial Railway; date of contract, October 20th, 1908; amount of contract, \$1,850.00; contractors, Polson Iron Works, Ltd., of Toronto, Ont.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Boilermakers.....	\$2.25
Moulders.....	2.25
Brass finishers.....	2.50
Bricklayers.....	3.00
Painters.....	1.75
Machinists.....	2.25
Pipefitters.....	2.00
Carpenters.....	1.75
Labourers.....	1.50

Erection of station and freight shed at Zionville, N. B., Intercolonial Railway; date of contract, October 23rd, 1908; amount of contract, \$825.00; contractors, Robert L. Young, of Taymouth, N. B.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
General foreman.....	\$3.00
Masons.....	2.50
Bricklayers.....	3.00
Carpenters.....	1.75
Plasterers.....	2.50
Painters.....	1.75
Builders' labourers.....	1.50
Common labourers.....	1.25
Driver and 2 horses.....	3.00
Driver and 1 horse.....	2.00

Intercolonial Railway; date of contract, October 24th, 1908; amount of contract, schedule rates; contractor, Robert S. Low, of Sydney, N. S.

FAIR WAGES SCHEDULE.

Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:		
	Amherst	Sackville	Antigonish
General foreman ...	\$2.25	\$2.25	\$2.50
Concrete finishers...	1.75	1.75	2.00
Concrete mixers.....	1.50	1.50	1.50
Carpenters.....	1.75	1.75	2.00
Labourers.....	1.25	1.25	1.30
Driver, 1 horse, cart	2.25	2.25	2.50
Driver, 2 horses and wagon.....	3.50	3.50	4.00

From Three Rivers to Grand Mere, 28 miles; date of subsidy agreement, October 2nd, 1908; amount of subsidy, \$3,200 per mile, not exceeding \$6,400 per mile; railway company, the St. Maurice Valley Ry. Co.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Common labourers.....	\$1.35
Carpenters.....	2.00
Blacksmiths.....	2.00
Machinists.....	2.25
Steam shovel engineer.....	3.00
" crane-man.....	2.50
" fireman.....	1.50
Steam derrick engineer.....	2.25
Locomotive engineer.....	3.00
" fireman.....	1.50
Steam drillers.....	1.75
Blasters.....	1.75
Quarrymen.....	1.50
Tracklayers.....	1.50
Timekeepers.....	1.50
Driver, 1 horse and cart.....	2.00
Driver, 2 horses and wagon.....	3.00

From Woodstock to Exeter, 45 miles; date of subsidy agreement, October 3rd, 1908; amount of subsidy, \$3,200 per mile, not exceeding \$6,400 per mile; railway company, the St. Mary's and Western Ontario Ry. Co.

From Carmi to Penticton, 50 miles; date of subsidy agreement, October 23rd

Construction of concrete platforms at Amherst, Sackville and Antigonish sta-

1908; amount of subsidy, \$3,200 per mile, not exceeding \$6,400 per mile; railway company, the Kettle River Valley Ry Co.

For branch lines of railway from line of American Transcontinental Railway to Port Arthur and Fort William, 220 miles; date of subsidy agreement, October 19th, 1908; amount of subsidy, \$3,200 per mile, not exceeding \$6,400 per mile; railway company, the Grand Trunk Pacific Railway Co.

FAIR WAGES SCHEDULE.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property, or in the case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing to them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefor is filed in the office of the Minister of Railways and Canals, and proof thereof satisfactory to the Minister is furnished, the Minister may pay such claim out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the contractors.

Department of Marine and Fisheries.

The construction of a dwelling for engine-er of fog alarm at the eastern entrance of Toronto harbour, Lake Ontario; names of contractors, Messrs. J. D. Young & Son, Toronto, Ont.; amount of contract, \$3,295.78; date of contract, 18th July, 1908.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages Not less than:	
Carpenters.....	\$.33 per hour,	8 hrs. day
Painters.....	.30 "	8 "
Bricklayers.....	.50 "	8 "
Masons.....	.50 "	8 "
Builders' labourers.....	.25 "	8 "
Ordinary labourers.....	.16 "	10 "

The construction of a reinforced concrete lighthouse at Cape Croker, Georgian Bay, Ont.; names of contractors, the Forest City Paving and Construction Company, of London, Ontario; amount of contract, \$1,820; date of contract, 1st September, 1908.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters.....	\$.22½ per hour
Painters.....	.20 "
Bricklayers.....	.35 "
Concrete workers.....	.17½ "
Labourers.....	.15 "

The construction of four wooden light-house towers at Pugwash Harbour, in the County of Cumberland, and Province of Nova Scotia; name of contractor, Lawrence Mury, West Arichat, N. S.; amount of contract, \$1,990; date of contract, 10th September, 1908.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters.....	\$ 1.75
Painters.....	1.75
Bricklayers.....	3.00
Masons.....	2.50
Labourers.....	1.25

The construction of a wooden lobster hatchery at Georgetown, in the Province of Prince Edward Island; name of contractor, John M. Clark, Summerside, P. E. I.; amount of contract, \$1,420; date of contract, 16th September, 1908.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters.....	\$ 1.75
Painters.....	1.75
Bricklayers.....	3.00
Masons.....	2.50
Ordinary labourers.....	1.25

The construction of a wooden light-house tower and cribwork pier, on the North West Bar, North Sydney in the County of Cape Breton, N. S.; name of contractor, Joseph Treen, North Sydney, N. S.; amount of contract, \$3,280; date of contract, 25th September, 1908.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Carpenters.....	\$2.25 per day of 9 hours
Painters.....	2.25 " 9 "
Bricklayers.....	.45 per hour, 9 "
Masons.....	.36 " 9 "
Labourers.....	1.50 per day of 10 "

Post Office Department.

The following orders for supplies were given subject to the regulations for the

suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions.

Nature of Order.	Amount of Order.
Making metal dating stamps and type and making other hand stamps and brass crown seals.....	746.00
Making and repairing rubber dating stamps and type, also other stamps.....	42.00
Supplying stamping material and wooden boxes, and repairing stamping pads.....	520.12
Supplying mail bags.....	2,104.40
Repairing mail bags.....	1,550.78
Making and repairing mail locks and supplying mail bag fittings.....	22.5
Supplying street letter boxes, and repairing portable letter boxes, Railway Mail Clerks' tin travelling boxes, parcel receptacles and street letter boxes.....	342.54
Making and repairing miscellaneous articles of Postal Stores.....	97.85
Making up and supplying articles of official uniform.....	4,273.60

PAYMENT OF FAIR WAGES AT WINNIPEG, MAN.—REVISION OF CLAUSES FOR INSERTION IN CIVIC CONTRACTS.

THE City Council of Winnipeg, Man., at its regular meeting, held on Oct. 12th, revised the Fair Wages clauses inserted in civic contracts. The Winnipeg Trades and Labour Council had called the Council's attention to the unsatisfactory working, in certain respects, of the existing clauses, with the result that a special committee was appointed to enquire into the subject and suggest improvements. The committee requested Mr. W. H. Reeve, the Provincial Fair Wages Officer, to revise and submit a new set of clauses. This was done, and on the recommendation of the Committee, the suggestions were unanimously adopted. The clauses as revised are as follows:

CITY OF WINNIPEG, MAN.

CONDITIONS OF FAIR WAGE SCHEDULE.

The following conditions are incorporated in and shall form part of the an-

nexed contract No....., bearing date the.....day of..... one thousand nine hundred and..... and made between.....

therein and hereinafter called "Contractor") of the First part, and The City of Winnipeg, of the Second part.

- 1. The Contractor shall not assign or sublet this contract, or any parts thereof, for the execution of all or any parts thereof, for the execution of any portion of the work included in this contract, and no pretended assignment or sub-contract will be recognized or in any way affect any of the following conditions or other provisions of the said contract.
- 2. All workmen employed upon the work contemplated in and to be executed pursuant to the said contract shall be residents of the City of Winnipeg unless such residents are not available or that emergencies or other special circumstances exist which would render it contrary to public interests to enforce the foregoing provisions in respect of the employment of resident Winnipeg workmen.
- 3. No workman employed upon the said work shall at any time, be paid less than the minimum rate of wages, nor work more than the specified number of hours set forth in the Fair Wages Schedule following:

FAIR WAGES SCHEDULE.

Contract for construction of.....at.....

Trade or Class of Labour.	Rate of Wages Not less than the following per Hours:	Not more than the following Hours per Day:
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*The clauses are of special interest at the present time in view of the recent decision of the Manitoba Courts with respect to their force. A reference to this decision will be published in the Labour Gazette for December 1908.

4. The foregoing schedule is intended to include all the classes of labour required for the performance of the work, but if any labour is required for the performance of the work which is not provided for by any of the items in the above schedule, the Board of Control, or some officer appointed by them, whenever and as often as the case arises, shall have power to fix the minimum rate of wages payable in respect of any such labour which minimum rate shall not be less than the rate of wages generally accepted as current in each trade or class of labour for competent workmen in the City of Winnipeg.

5. The contractor shall not be entitled to payment of any money which would otherwise be payable under the terms of said contract in respect of labour or work performed in the execution of said contract unless and until he shall have filed in the office of the Board of Control in support of his claim for payment, a statement showing the name, rate of wages, amounts paid and amounts, (if any) due and unpaid for wages for work and labour done by any foreman, workman, labourer or team employed upon said work, and such statement shall be attested by the Statutory Declaration of the said Contractor or of such other person or persons as the Board of Control may indicate or require and the Contractor shall, from time to time, furnish the Board of Control such further detailed evidence and information as the Board of Control may deem necessary in order to satisfy them that the conditions herein contained to secure the payment of Fair Wages have been complied with, and that the workman so employed as aforesaid upon the portion of work in respect of which payment is demanded have been paid in full.

6. The contractor shall, at least once a week, or oftener if required, furnish the Board of Control, or such other person or persons as they may appoint, with a statement showing the name, rate of wages, amounts paid and amounts (if any) due and unpaid for wages for work and labour done by any foreman, workman, labourer or team employed upon the said work.

7. In the event of default being made in the payment of any money owing in respect of wages of any foreman, workman, or labourer employed on the said work, and if a claim therefor is filed in the office of the Board of Control and proof thereof satisfactory to the Board of Control is furnished, the City of Winnipeg shall pay such claim out of any monies, at any time payable by the City under said contract, and the amounts shall be deemed payments to the contractor. If any foreman, workman or labourer is employed on any portion of the work covered by the said contract at a wage less than that specified in the foregoing schedule the City shall be entitled, at any time, or times, to deduct from the monies due or accruing due to the Contractor or to recover from the contractor a sum equal to the difference between such lesser wages actually earned by such fore-

man, workman or labourer in accordance with his agreement with the contractor and the amount which he would have earned had his wages been in accordance with the schedule hereinbefore mentioned, and it shall be optional with the City either to retain the said monies so deducted or recovered for its own use or to pay the same over to the workman.

8. No portion of the work shall be done by piecework.

9. The number of working hours in the day or week shall be determined by the custom of the Trade in the City of Winnipeg for each of the different classes of labour employed upon the work.

10. The workmen employed in the performance of the said contract shall not be required or allowed to work for longer hours than those fixed in this contract except for the protection of life or property or in cases of emergencies.

11. These conditions shall extend and apply to monies payable for the use or hire of horses or teams and the persons entitled to the payments for the use or hire of horses or teams shall have the like rights in respect of monies so owing to them as if such monies were payable to them in respect of wages.

12. Whenever the Board of Control, or such other person or persons as the Board of Control may indicate, or require, is not satisfied as to the wages paid under the foregoing clauses he shall have power to examine all time sheets and pay rolls of the contractor having the work in charge for the information desired.

13. It is imperative that a schedule of working hours and wages paid in the different branches of work being done under contract be posted in a conspicuous place at or near where the work is in progress.

14. The Board of Control may from time to time depute any person to act in the capacity and perform the duties of Fair Wage Officer.

15. Any agreement made between the contractor and any of the persons employed upon the said work by which the employee is to accept a lesser wage than that hereinbefore specified or by which any of the foregoing conditions are violated shall be null and void.

16. I shall be incumbent on the city of Winnipeg in the performance of any work or works for which tenders have been asked, to abide by the terms of the foregoing schedule both as to rates of wages and as to number of working hours.

Notice to employees on this contract:

The above schedule of wages and hours must be carried out and any violation thereof should be reported immediately to the Board of Control or such other person or persons as the Board of Control may indicate; the name of any person reporting any violation shall be treated as strictly confidential.

INDUSTRIAL ACCIDENTS DURING THE MONTH OF OCTOBER, 1908.

Under this heading account is taken of such accidents only, as were sustained by workmen in the course of their employment and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureau of Mines of Ontario and British Columbia, to the office of the factories inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 241 individual workpeople in Canada during the month of October,

1908, were reported to the Department of Labour. Of these, 79 were fatal and 162 resulted in serious injuries. In addition, 2 fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before October, 1908. The number of fatal accidents reported in October, 1908, was 23 less than in the previous month and 61 less than in October, 1907. The number of non-fatal accidents reported in October, 1908, was 8 more than in the preceding month and 144 less than in October, 1907.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES F., No. 60.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF OCTOBER, 1908.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Agriculture—				
Farmer	Bradford, Ont.	Oct. 1	1	Load of lumber fell on him.
"	Ayer's Cliff, Que.	" 5	1	Kicked by a horse.
"	Lexington, Ont.	" 15	1	Fell from apple tree.
"	Cobden, Ont.	" 8	1	Run over by traction engine.
"	Near Halifax, N.S.	" 12	1	Accidentally shot by hunter.
"	Yarmouth Tp., Ont.	" 19	1	In a runaway.
"	Glance Bay, N.S.	" 20	1	Run over by train.
"	Jordan, Ont.	" 23	1	Fell 40 ft. from ladder.
"	St-Philippe Laprairie, Que.	" 23	1	By a premature blast.
"	St. Thomas, Ont.	" 18	1	In a runaway.
"	Windsor, Ont.	" 23	1	In collision with street car.
"	Russell, Man.	" 21	1	Struck by shed roof blown off in a gale.
"	Milan, Que.	" 25	1	In a runaway.
"	Fillmore, Sask.	" 27	1	Drowned while crossing a slough
Thresher	Guelph, Ont.	" 24	1	Caught in threshing machinery.
"	Parkhill, Ont.	" 21	1	Caught in belting.
Shepherd	Mitchell, Alta.	" 25	1	Died from exposure.
Rancher	Maple Creek, Sask.	" 25	1	Lost in blizzard, died of exposure.
"	Boyne Lake, Alta.	" 25	1	Lost in blizzard, died of exposure.
Farm hand	Osgoode Tp., Ont.	" 16	1	In a runaway.
Farmer's son	Claremont, Ont.	" 20	1	Kicked over heart by horse.
Lumbering—				
Sawmill hand	Fassett, Que.	" 13	1	Run over by car laden with lumber.
Logger	Nanoose Bay, B.C.	" 8	1	Logs rolled on him.
Mining—				
Miner	Glance Bay, N.S.	" 12	1	Tripped and struck live wire.
"	Sydney, N.S.	" 15	1	Fall of stone and coal.
"	Bedford, Que.	" 1	1	Struck by runaway ore car.
"	Westville, N.S.	" 27	1	Fell from bridge.
"	Thorburn Road, N.S.	" 29	1	Run down by coal cars.
"	Fernie, B.C.	" 9	1	By fall of coal.
"	Michel, B.C.	" 6	1	Struck by falling timber.
"	Moyie, B.C.	" 9	1	By fall of rock.
"	Coal Creek, B.C.	" 10	1	By fall of rock.
Skip tender	Rossland, B.C.	" 30	1	Crushed by skip.
Building trades—				
Carpenter	Belleville, Ont.	" 2	1	Fell from scaffold—broke his neck.
"	Thamesford, Ont.	" 5	1	Fell from scaffold—20 feet
"	Capelton, Que.	" 13	1	Fell from staving; died 48 hours afterwards.
Painter	Boulter, Ont.	" 2	1	Fell 30 feet.
Master plasterer	Westmount, Que.	" 14	1	Fell 40 feet from scaffold.
Metal, engineering and shipbuilding trades—				
Iron moulder	Welland, Ont.	" 20	1	Electric shock.
Railway employees—				
Engineer	Near Winnipeg, Man.	" 2	1	In a derailment.
"	Saskatoon, Sask.	" 5	1	In a derailment.
"	Mimico, Ont.	" 2	1	In head on collision.
"	Burford, Ont.	" 6	1	In head on collision.
"	Stickney, N.B.	" 18	1	In head on collision.
"	Mattawin, Ont.	" 24	1	In a derailment.
"	St. Stanislas, Que.	" 27	1	In a derailment.
"	Port Arthur, Ont.	" 24	1	In a derailment.
Engineer	Garneau Junction, Que.	" 25	1	In a derailment.
Conductor	Hanover, Ont.	" 15	1	Run over by train.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES F., No. 60.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF OCTOBER, 1908.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Fireman.....	Burford, Ont.....	" 6	1	In head on collision.
".....	London, Ont.....	" 8	1	In head on collision.
".....	Mimico, Ont.....	" 2	1	In head on collision.
".....	Stickney, N.B.....	" 18	1	In head on collision.
Brakeman.....	Morris, Man.....	" 26	1	Run over by train.
Yardman.....	Burford, Ont.....	" 6	1	In head on collision.
".....	Tilsonburg, Ont.....	" 7	1	Run over by train.
".....	Montreal, Que.....	" 12	1	Run over by train.
".....	Montreal, Que.....	" 24	1	Run over by train.
".....	Nanaimo, B.C.....	" 9	1	Caught between cars.
Tower man.....	Chatham, Ont.....	" 31	1	Run over by train.
Car cleaner.....	Windsor, Ont.....	" 10	1	Run over by an engine.
Sectionman.....	St. Charles de Bellechasse, Que..	" 23	1	Run over by train.
".....	Troup Junction, B.C.....	" 8	1	Run over by train.
Construction hand	La Tuque, Que.....	" 18	1	By explosion of dynamite.
".....	Port Essington, B.C.....	" 20	1	By falling rock.
".....	Cloverdale, B.C.....	" 18	1	Run over by train.
<i>Navigation—</i>				
Captain of scow.....	Sault Ste. Marie, Ont.....	" 6	1	Drowned—scow upset.
Captain.....	Kingston, Ont.....	" 12	1	Drowned, fell from steamer.
".....	Point Iroquois, Ont.....	" 20	1	Drowned, fell overboard.
Sailor.....	Near Sorel, Que.....	" 27	1	Drowned, fell overboard.
First mate.....	Near Port Arthur, Ont.....	" 21	1	Drowned, fell overboard.
<i>Miscellaneous—</i>				
Hotel keeper.....	Freelton, Ont.....	" 3	1	In a runaway.
Cement worker.....	Longue Pointe, Que.....	" 17	1	Fell into a barrel filler, smothered in cement.
".....	Sydney, N.S.....	" 19	1	Run over by cars laden with cement.
".....	Belleville, Ont.....	" 29	1	Fell 40 feet.
<i>Unskilled labour—</i>				
Labourer.....	Toronto, Ont.....	" 20	1	By collapse of arched roof of vault.
".....	Kingston, Ont.....	" 15	1	Fell from an apple tree.
".....	Ste. Martine, Beauce, Que.....	" 12	1	Explosion of dynamite.
".....	Toronto, Ont.....	" 27	1	Run over by street car.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN OCTOBER.

Quarryman.....	West Brook, Ont.....	Sept. 30	1	By an explosion while blasting.
Engineer.....	Near Winnipeg, Man.....	" 30	1	In a derailment.

Of 135 returns received during the month, giving the ages of the victims of industrial accidents 18 referred to persons under twenty-one years of age, 34 to persons between twenty-one and forty-five, 15 to persons over 45; 68 persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month, by industries and trades:—

STATEMENT OF ACCIDENTS DURING OCTOBER 1908, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed.	Injured	Total.
Agriculture.....	21	18	39
Lumbering.....	2	5	7
Mining.....	10	15	25
Building trades.....	5	22	27
Metal trades.....	1	24	25
Woodworking trades.....	..	5	5
Printing trades.....	..	1	1
Textile trades.....	..	2	2
Food and tobacco preparation.....	..	7	7
Railway service.....	27	18	45
Navigation.....	5	4	9
General transport.....	..	13	13
Civic employees.....	..	3	3
Miscellaneous.....	4	11	15
Unskilled labour.....	4	14	18
Total.....	79	162	241

Nature of Fatalities and Accidents.

The chief disasters of the month, involving more than one fatality, were, the death of three train hands in a collision near Mount Vernon, Ont.; the killing of two railway employees in a head-on collision at Mimico, Ont., and the death of two members of a train crew in a head-on collision at Stickney Brook, N. B.

Railway Collision at Mount Vernon, Ont.

On October 6, 1908, G. T. R. yard engine No. 483, while returning to Brantford, Ont., from Burford, Ont., was run into during a dense fog by G. T. R. engine No. 189, which was drawing a construction train. In the wreck, the engineer and fireman of the latter engine and a brakeman of the yard engine crew were instantly killed, and the engineer and fireman of the yard engine seriously injured.

Head-on Collision at Mimico, Ont.

On October 1, 1908, through the supposed neglect of a telegraph operator, Canadian Pacific railway passenger train No. 811, westbound, ran into an open switch about 75 yards from Mimico, crashing into Grand Trunk railway engine No. 931, which was standing on the siding. The engineer of the former train was instantly killed, and his fireman so seriously injured that he died from the effect on October 16.

Collision at Stickney Brook, N. B.

On October 17, 1908, during a dense fog, a special Canadian Pacific railway northbound train from Hartland, N. B., met in a head-on collision at Stickney Brook, N. B., with the accommodation train en route from Plaster Rock to Woodstock, with the result that the fireman and engineer of the special train were killed.

Record by Industries and Trades.

Agriculture.—In this industry, 21 fatal and 18 non-fatal accidents were reported in October, 1908, compared with 17

killed and 35 injured in September, 1908, and 24 killed and 31 injured in October, 1907. Four farmers met death by accident in runaways, 3 by being lost in a blizzard and dying from exposure, 2 each by falling material, by live stock, by falls, by being run over and by machinery, and 1 each by a collision, by drowning, by being accidentally shot by a hunter and by an explosion. Of the serious accidents, 6 were caused by falls, 4 by runaways, 3 by machinery, 2 each by a collision and by live stock, and 1 by tools.

Lumbering.—In this group, 2 workers were killed and 5 injured in October, 1908, compared with 2 killed and 3 injured in September, 1908, and 8 killed and 14 injured in October of last year. One of the fatalities was due to the victim being run over by a car laden with lumber, and the other to falling material. One each of the other accidents was due to machinery, live stock, flying material, falling material and tools.

Mining.—During October, 1908, 10 workers met death by accident and 15 were injured. In the preceding month the record was 9 killed and 16 injured, and in October, 1907, 13 killed and 23 injured. Five of the deaths were caused by falling material, 3 by cars and 1 each by electric shock and by a fall. Of the injuries, 10 were caused by falling material, 2 each by cars and explosions, and 1 by machinery.

Building trades.—There were 5 killed and 22 injured during October, 1908, compared with 4 killed and 19 injured in September last, and 6 killed and 30 injured in October, 1907. The five deaths were due to falls from scaffolding. Ten of the minor accidents were due to falls from scaffolding, 5 to explosions, 4 to falls from buildings, and 1 each to falling material, falling from a vehicle, and to a fall in an elevator.

Metal, engineering and shipbuilding trades.—An electric shock killed an iron moulder at Welland, Ont., and 24 other workers were injured during October, 1908, compared with 5 killed and 30 injured in the previous month, and 14 killed and 58 injured in October, 1907. Of the injuries, 7 were caused by machinery 6 by falling material, 4 each by

falls and by flying material, 2 by tools and 1 by hot metal.

Woodworking trades.—Five woodworkers were seriously injured during October, 1908, 4 by machinery and 1 by flying material. In September last, there were also 5 injured, and in October, 1907, 1 killed and 13 injured.

Printing trades.—A lithographer had his head injured by being caught in an elevator. One worker was injured in September last, and 4 in October, 1907.

Textile trades.—Two workers were injured by machinery in October, 1908. There were no accidents in September, and 5 injuries in October, 1907.

Food and tobacco preparation trades.—Of the 7 injuries happening in October, 1908, 4 were due to falls, 2 to machinery and 1 to an elevator. In the previous month, there were 2 killed and 3 injured, and in October, 1907, 4 killed and 8 injured.

Railway service.—There were 27 fatal and 18 non-fatal accidents in October. In September, the record was 23 killed and 12 injured, and in October, 1907, 39 killed and 35 injured. Of the fatalities, 10 were caused by being run over, 8 by collisions, 6 by derailments, and 1 each by being caught between cars, by an explosion of dynamite and by falling material. Seven of the other accidents were caused by collisions, 3 by derailments, 2 each by falls, by explosions and by being run over, and 1 each by falling material and by tools.

Navigation.—Five workers were killed and 4 injured during October, 1908, compared with 7 killed and 2 injured in the preceding month, and 12 killed and 6 in-

jured in October, 1907. The deaths were all due to drowning. Two of the accidents were due to falling material, and 1 each to flying material and to a fall.

Civic employees.—Three were injured during October, 2 by falls and 1 by a horse. In September, 5 were injured and in October, 1907, 2 were injured.

Miscellaneous.—There were 4 killed and 11 injured, as against 9 killed and 6 injured in September last, and 5 killed and 23 injured in October, 1907. One of the deaths was due to a runaway, 1 to being smothered in cement, 1 to a fall and 1 to being run over. Four of the accidents were due to falls, 2 each to machinery and to explosions, and 1 each to an elevator, to a railway wreck and to a explosion of dynamite.

General transport.—Thirteen of these workers were injured in October, compared with 7 killed and 10 injured in September, and 9 killed and 29 injured during October, 1907. Four of the thirteen accidents were caused by runaways, 3 by falls, 2 by collisions, and 1 each by live stock, falling material, by being run over, and by flying material.

Unskilled labour.—Four labourers were killed and 14 injured during October. In the previous month, there were 11 killed and 5 injured, and in October, 1907, 5 killed and 24 injured. One each of the deaths was due to falling material, to a fall, to an explosion of dynamite and to being run over. Of the other accidents, 8 were due to falling material, 3 to explosions, and 1 each to being struck by a street car, to machinery and to an elevator.

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada,

THE following table gives a detailed return of immigrant arrivals during the first five months of the present fiscal year:—

TOTAL IMMIGRATION TO CANADA FROM APRIL TO SEPTEMBER, 1908, COMPARED WITH THE CORRESPONDING MONTHS OF 1907.

	1907						1908						Decrease or Increase.						Percentage of Decrease or Increase.
	1907			1908			1907			1908			Decrease or Increase.						
	Males	Females	Children	Totals	Males	Females	Children	Totals	Decrease	Meals	Decrease	Females	Children	Decrease	Children	Decrease	Totals		
<i>April</i> —Via ocean ports.....	24,972	5,052	4,414	34,438	13,637	3,809	3,223	20,669	11,335	.....	.....	1,243	.....	.....	.....	.....	.....
From the United States.....	5,131	2,103	2,379	9,613	5,678	1,531	1,877	9,086	.....	547	.....	572	.....	.....	.....	.....	.....
Totals.....	30,103	7,155	6,793	44,051	19,315	5,340	5,100	29,755	10,788	.....	.....	1,815	.....	.....	.....	.....	.....
<i>May</i> —Via ocean ports.....	24,744	7,153	6,858	38,755	9,245	4,208	3,692	17,145	15,499	.....	.....	2,945	.....	.....	.....	.....	.....
From the United States.....	3,749	1,522	1,651	6,922	3,922	1,209	1,307	6,438	.....	173	.....	313	.....	.....	.....	.....	.....
Totals.....	28,493	8,675	8,509	45,677	13,167	5,417	4,999	23,583	15,326	.....	.....	3,258	.....	.....	.....	.....	.....
<i>June</i> —Via ocean ports.....	18,107	7,171	7,041	32,319	4,924	3,392	2,436	10,752	13,183	.....	.....	3,779	.....	.....	.....	.....	.....
From the United States.....	2,806	1,279	1,239	5,324	2,877	1,047	1,961	4,885	.....	71	.....	232	.....	.....	.....	.....	.....
Totals.....	20,913	8,450	8,280	37,643	7,801	4,439	3,397	15,637	13,112	.....	.....	4,011	.....	.....	.....	.....	.....
<i>July</i> —Via ocean ports.....	11,841	4,695	4,410	20,946	2,927	2,188	1,736	6,851	8,914	.....	.....	2,507	.....	.....	.....	.....	.....
From the United States.....	2,760	1,455	1,180	5,395	2,685	1,004	792	4,481	75	.....	.....	451	.....	.....	.....	.....	.....
Totals.....	14,601	6,150	5,590	26,341	5,612	3,192	2,528	11,332	8,989	.....	.....	2,958	.....	.....	.....	.....	.....
<i>August</i> —Via ocean ports.....	8,584	4,431	3,921	16,936	2,035	1,858	1,505	5,398	6,549	.....	.....	2,573	.....	.....	.....	.....	.....
From the United States.....	2,160	1,077	839	4,076	3,027	907	750	4,684	.....	867	.....	170	.....	.....	.....	.....	.....
Totals.....	10,744	5,508	4,760	21,012	5,062	2,765	2,255	10,082	5,682	.....	.....	2,743	.....	.....	.....	.....	.....
<i>September</i> —Via ocean ports.....	8,085	4,055	3,064	15,204	2,407	1,858	1,143	5,408	5,678	.....	.....	2,197	.....	.....	.....	.....	.....
From the United States.....	1,954	1,019	880	3,853	2,984	976	729	4,689	.....	1,030	.....	43	.....	.....	.....	.....	.....
Totals.....	10,039	5,074	3,944	19,057	5,391	2,834	1,872	10,097	4,648	.....	.....	2,240	.....	.....	.....	.....	.....
Grand Totals.....	114,893	41,012	37,876	193,781	56,348	23,987	20,151	100,486	58,545	.....	.....	17,025	.....	.....	.....	.....	.....

British Emigration Returns.

During the month ended August 31, 1908, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING AUGUST, 1908-07.

Nationality.	1908	1907
English.....	5,015	11,222
Welsh.....	114	(*)
Scotch.....	2,084	3,168
Irish.....	452	906
British Colonial.....	650	(*)
Total of British origin.....	8,315	15,206
Foreign.....	1,218	4,596
Total.....	9,533	19,892

During the eight months ending August 31, 1908, the number of passengers leaving the United Kingdom, as above mentioned, was as follows:

EMIGRATION FROM GREAT BRITAIN DURING JANUARY-AUGUST, 1908-07.

Nationality.	1908	1907
English.....	45,191	88,551
Welsh.....	1,131	(*)
Scotch.....	13,203	28,080
Irish.....	3,326	5,875
British Colonial.....	2,012	(*)
Total of British origin.....	64,863	122,506
Foreign.....	10,055	22,622
Total.....	74,918	145,128

The British board of trade emigration returns for the year 1907 issued in October show the number going to Canada as 17,525. British and Irish emigrants rejected by Canadian authorities were 90. The causes which led to rejection were: Paupers or likely to become public charges, 153; disease, 24; idiocy or insanity, 89; convicts, 4; returned with

rejected emigrants, 9; immoral, 10; not stated, 1.

Land Sales.

The following is a statement of the farm land sales made by the Canada Northwest Land Company, Limited, during the month of September, 1908, compared with the sales of September, 1907, and for the year 1908 to September 30, 1908, compared with the corresponding period a year ago.

LAND SALES OF CANADA NORTHWEST LAND COMPANY.

	Acres.	Prices obtained.
September, 1908.....	640.42	\$ 7,524.23
September, 1907.....	490.41	6,857.25
Increase, 1908.....	150.01	666.98
From Jan. 1 to Sept. 30, 1908..	6,677.00	75,588.72
From Jan. 1 to Sept. 30, 1907..	14,810.98	169,362.97
Decrease, 1908.....	8,133.98	\$93,744.25

Notes.

A number of alien labourers coming into Canada under contract, and to act as strike breakers, were turned back from the Manitoba border by officers of the Immigration branch of the Department of the Interior, Canada.

During October a party of 173 Germans from North Dakota entered Canada and will establish a colony in the Rosebud district about 50 miles northeast of Calgary, Alta. They have purchased 35 sections of land. Among the possessions brought with them were 1,149 head of horses and cattle.

Since the 1st of January, 1908, the immigration department has deported 1,011 immigrants as undesirable citizens. During the same period 1,266 persons were refused entry from the United States. Close supervision is being exercised over Canadian immigration at the present time to shut out such as are likely to become a charge on the public.

* Not separately distinguished in 1907.

TABLE SHOWING RATES OF WAGES PAID TO HARVESTERS AND THRESHERS IN THE NORTHWEST PROVINCES DURING THE SEASON OF 1908.

Locality.	Class.	Rate.	Remarks.
Winnipeg, Man.....	Harvest hands.....	\$2.00 per day, or from \$35 to \$40 per month.	
Brandon Man.....	Harvest hands.....	\$30 per month and board.	The average wages are the same as in 1907, excepting a slight increase in wages paid first class engineers.
"	Thresher engineers.....	\$75-\$80 "	
"	" firemen.....	\$35 "	
"	" feeders.....	\$35 "	
"	Labourers.....	\$30 "	
Regina, Sask.....	Harvesters & threshers..	\$2.00 per day, or \$45 per month with board.....	At the beginning of the season some congestion occurred, and \$1.75 per day was paid.
Moose Jaw, Sask....	Harvesters.....	\$30-\$40 per month and board; in a few cases \$45 per month, or \$2.00 per day and board was paid.	Same rates as last year.
Edmonton, Alta.....	Harvesters & threshers..	\$1.50 per day and board.....	Same rate as last year.
Calgary, Alta.....	Harvesters.....	\$2.00 per day and board.....	Same rate as last year, but a slight advance for threshers.
Lethbridge, Alta....	Harvesters & threshers..	\$2.25 per day and board.....	Decrease of 12½ per cent. compared with last year.

TRADE DISPUTES DURING THE MONTH OF OCTOBER, 1908.

THE principal feature of the industrial situation with regard to trade disputes in Canada during October, was the settlement of the strike of machinists and car repairers of the Canadian Pacific Railway Company, which was terminated on the fifth of the month, and the resumption of normal conditions in this branch of industry. With the exception of a sympathetic strike of papermakers, at Woodlands, N.B., and Grand Mère, Que., there were scarcely any interruptions to industry from trade disputes in Canada during the month.

Analysis of Trade Disputes During the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during October was 4, one less than in the previous month, and 18 less than in October, 1907. About 8 firms and 8,512 employees were involved in these disputes, about 3 firms and 440 employees having been affected by new disputes of the month.

Loss of time in working days.—The loss of time to employees through trade dis-

putes during October was approximately 37,880 working days, compared with a loss of about 180,957* days in September, and 63,350 days in October, 1907.

Trades affected by new disputes.—The following table shows the trades affected by new disputes during the month, and the number of workpeople affected in each group of trades.

Trades.	No. of Disputes.	No. of Workers.
Miscellaneous trades.....	1	400
Unskilled labour.....	1	140
Total.....	2	540

Localities affected by new disputes.—One new trade dispute took place in the province of Quebec, and the other in Ontario.

Causes of disputes.—The following were the causes of the new disputes of the month.

* This estimate is slightly greater than that given in the October number of the *Labour Gazette*, being based on information received too late for publication in that issue.

Cause	No. of Disputes.
For shorter hours.....	1
Sympathetic.....	1
Total.....	2

Methods of settlement.—Of the 4 disputes in existence during the month, settlements were reported in 3 cases, leaving 1 still unsettled at the close of the month. One dispute was settled by conciliation, one by negotiations between the parties concerned, and one by resumption of work without negotiations.

Results of disputes.—The employers were successful in two of the disputes that were terminated, and in the third a compromise was affected.

Disputes which Commenced Prior to the Beginning of the Month.

The trade disputes in existence during October, which began prior to the first of the month, comprised strikes of machinists of the Canadian Pacific Railway Company, and shingle sawyers and bunchers at St. John, N.B.

Settlement of Strike of Machinists of the Canadian Pacific Railway Company.

On October 5, the strike of employees in the mechanical and car departments of the Canadian Pacific Railway Company, which began on August 5, was declared off, and in the course of the month the Company took back their former employees who had gone out, as places were made for them from time to time. The trouble, which was primarily due to a notice posted by the Company on April 1, announcing the cancellation of schedules affecting the western lines, to take effect on May 1, was settled by the acceptance on the part of the employees of the award of a Board of Conciliation appointed under the Industrial Disputes' Investigation Act. This award had been accepted by the Company when it was first made, but had been rejected by the men prior to the declaration of the strike.

Up to the time when the strike was declared off, the loss of time to the 8,000 employees involved in this dispute amounted approximately to 382,000 working days. During the progress of the dispute the Company had succeeded in securing a large number of men to take the places of those who had gone out.*

Strike of Shingle Sawyers and Bunchers at St. John, N.B.

Full particulars were received at the Department of a strike of shingle sawyers and bunchers which began at St. John, N.B., on March 15 in which about 5 firms and 72 men were involved. The cause of the strike was a reduction of 10 per cent. in wages, from \$2.20 to \$2.00 per day. While the dispute was in progress no shingles were manufactured in St. John. On October 1 the strikers returned to work on the employers' terms.

New Disputes.

The new disputes of the month affected papermakers at Grand Mère, Que. and labourers near Guelph, Ont.

Strike of Labourers near Guelph, Ont.

On October 27, about 140 labourers employed on the extension of the water-works system of Guelph, Ont., declared a strike on account of the refusal of their employer to grant a demand for a nine-hour instead of a ten-hour day. It was claimed by the men that they had to walk four miles a day to work and back again, and that they could not, therefore, work 10 hours a day at this season of the year. On October 29, the men returned to work on the terms prevailing before the strike, the contractor having erected some tents and shacks for their accommodation.

* A further account of the settlement of this dispute is given on another page in the article on the "Industrial Disputes' Investigation Act, 1907.—Statement of proceedings under the Act during month of October."

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES C., No. 84.

TABLE OF TRADE DISPUTES DURING THE MONTH OF OCTOBER, 1908 *

DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.		Date of commencement.	Date of termination.	Result.
			Directly.	Indirectly.	Directly.	Indirectly.			
<i>Lumbering—</i> Shingle sawyers & bunchers.....	St. John, N.B.....	Against reduction in wages from \$2.20 to \$2.00 per day.....	Di-rectly.	Indi-rectly.	Males.	Fe-males.			
			5		72		Mar. 15 Oct.	1	Work resumed on employer's terms.
<i>Railway Service—</i> Railway machinists	Montreal, Que., Ottawa, Toronto, London, Ont., Winnipeg, Man., and other points throughout Can- ada on line of C.P. Railway.....	Against changes in conditions at western points, recommended by Board of Conciliations....	1		8,000		Aug. 5 Oct.	5	Award of Conciliation Board accepted and strike declared off.

DISPUTES WHICH BEGAN DURING THE MONTH.

<i>Miscellaneous Trades</i> Paper makers	Grand Mère, Que.,...	In sympathy with striking paper makers in the United States..	1	250	150	Oct. 16	No settlement reported at end of month.

Unskilled Labour—
Labourers.....

Guelph, Ont.....	Demand for reduction in hours from 10 to 9 per day with no reduction in wages.....	1	140	Oct.	27 Oct.	29	Work resumed, no change in hours but employer removed grievance by providing accommodation for men at place of work.
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* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for the other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned. Mention moreover, is not made of disputes involving less than six employees, or of less duration than 24 hours.

Strikes of Papermakers at Grand Mère, Que.

On October 16, the papermakers employed by the Laurentide Pulp and Paper Company at Grand Mère, Que., declared a strike in sympathy with striking papermakers in the United States. According to a report received from the men, they went out because it was alleged that the Company was supplying the mills with paper, when members of the International Brotherhood of Papermakers were on strike. While the dispute was in pro-

gress the company's mills were closed down. The number of persons affected by the dispute was stated by the men to have been about 250 directly and 150 indirectly, but it was stated by the employers that 1,000 persons were effected by it. No settlement was reached during the month.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of October, and which have been reported to the Department.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during October, 1908.

DOMINION REPORTS.

Statistics of Insurance.

Report of the Superintendent of Insurance of the Dominion of Canada for the year ended December 31, 1907. Ottawa: King's Printer, 1908. Pages, 977. Price, 55 cents.

DURING 1907, the business of fire insurance in Canada was carried on by 50 companies, of which 20 were Canadian, 18 British, and 12 American. The sum of \$8,445,041 was paid for losses, and the premiums received amounted to \$16,114,475, the ratio of losses to premiums being 52.41 per cent. Including only the losses incurred during the year, both settled and still outstanding at the close, the ratio of losses to premiums was 54.02 per cent., which is 9.72 per cent. less than the average for the last fifteen years.

Life insurance was transacted by 43 companies, comprising 24 Canadian, 8 British and 11 American. The total amount of policies taken out was \$90,382,932, a decrease of \$4,630,273 compared with the previous year. Canadian companies took in nearly \$33,300,000 more than British and American companies combined. The total number of policies in force amounted to 405,099, of which 285,844 were in Canadian companies, 22,928 in British and 96,327 in American companies. The death rate

per 1,000 of the insured in all companies was 10.239, compared with 9.985 in 1906.

Industrial Conditions in the Yukon Territory.

Special Report of the Commissioner of the Yukon Territory for the year ending March 31, 1908. Ottawa: King's Printer, 1908. Pages, 31.

The gold production in the Yukon Territory for the year ending March 31, 1908, was 189,011.68 ounces, valued at \$822,016.60, according to the report of the Commissioner of the Territory. This was the lowest output since 1898, the decrease being attributed to the fact that a number of claims on Hunker, Bonanza and Eldorado creeks were not worked during the year, having been acquired by the Yukon Gold Company for dredging and hydraulic purposes. Many dredges were in operation on the various gold yielding creeks, and others were in course of construction. An hydraulic electric transmission plant was completed on Twelvemile River by the Yukon Gold Company, by which it was proposed to supply power to all the gold-bearing creeks within the Dawson mining district. There was increased activity in copper and quartz mining in the southern part of the territory. Coal was produced by two mines, both on the Yukon river below Dawson. The output on the Sourdough coal mines was 5,200 tons for the year, and the output of the Tantalus coal mines was 7,233 tons.

Canal Statistics.

Department of Railways and Canals. Canal Statistics for the season of navigation, 1907. Ottawa: King's Printer, 1908. Pages, 172. Price, 10 cents.

In the report of the Comptroller of Railway Statistics on the Canals of Canada during 1907, it is stated that the water-borne traffic of the Dominion for that year was the largest on record. The total volume aggregated 20,543,639 tons, compared with 10,523,185 tons in the preceding year, showing an increase of 95.2 per cent. The principal expansion was in the business of the Sault Ste. Marie Canal, which showed an increase of 5,601,943 tons over 1906. From 1898 to 1907, the increase of United States tonnage through this canal was 315.6 per cent., while the increase of Canadian tonnage was 467.3 per cent. Statistics are given showing the total freight which has passed through the canals during each of the last twenty years. In 1887, it amounted to 2,720,516 tons, in 1892 it was 3,031,736, in 1897, 8,560,967, and in 1902, 7,513,197.

BRITISH REPORTS.

Railway Accidents.

General Report to the Board of Trade upon the accidents that have occurred on the Railways of the United Kingdom during the Year, 1907. London: Wyman and Sons, 1908. Pages, 66. Price 7d.

The report on railway accidents in the United Kingdom during 1907 shows that in the course of that year, 1,117 persons were killed and 8,811 were injured by the movement of trains or railway vehicles. The average for the previous ten years was 1,160 persons killed and 6,765 injured. There were 18 passengers killed in train accidents, 11 fatalities having occurred at a single disaster. Accidents on railway premises not due to the movement of trains or railway vehicles accounted for the death of 94 persons and injury to 17,575. The corresponding average figures for the previous ten years were 81 and 11,575 respectively. The risk to railway passengers has greatly diminished, compared with previous years. In the thirty years ending with 1906, 1 passenger was killed on the aver-

age in every 40,300,000 journeys, and 1 was injured in every 1,300,000, as compared with 1 in 70,000,000 killed and 1 in 2,300,000 injured in 1907. These figures do not take into account the journeys of season ticket holders, the number of which has materially increased in recent years.

Statistics of Labour in Mines and Quarries.

Mines and Quarries: General Report and Statistics for 1907. Part II.—Labour. London: Wyman and Sons, 1908. Pages, 117. Price 9d.

During the year 1907 there were 972,220 persons employed in or about mines, and 87,814 in or about quarries in the United Kingdom and the Isle of Man. Of the 972,220 persons employed at mines, 776,454 worked underground, and 195,764, including 5,864 females, worked above ground. Compared with the preceding year, there was an increase of 49,093 males working underground, and an increase of 10,374 males and 177 females working above ground. This is the largest increase ever recorded in a single year, 97 per cent. of the increase occurred at coal mines.

In 1907, 1,283 separate fatal accidents occurred in or about the mines and quarries, causing the loss of 1,368 lives; compared with the previous year there was an increase of 93 in the number of fatal accidents, and of 93 in the number of lives lost.

OTHER REPORTS RECEIVED.

Canada.—Department of Public Works Georgian Bay Ship Canal Survey. Report on the Precise Leveling, Years 1904 to 1907.

Investigation re Department of Marine and Fisheries before the Hon. Mr. Justice Cassels, Part I.

Supplement to the forty-first Annual Report of the Department of Marine and Fisheries, for the fiscal Year 1908. Steamboat Inspection Report.

Supplementary Report of the International Waterways Commission, 1908.

Ontario.—Annual Report of the Inspector of Registry Offices, 1907.

Report of the Secretary and Registrar of the Province of Ontario for the Year ending 31st December, 1907.

Great Britain.—Proceedings of a Conference between the Secretary of State for the Colonies and the Premiers of the Self-governing Colonies at the Colonial Office, June and July, 1897.

Return showing Restrictions upon British Indian Subjects in British Colonies and Dependencies, 1900.

Papers Relating to the Pacific Island Labourers Act, 1901, of the Commonwealth of Australia.

Correspondence relating to the Pacific Island Labourers' Act, 1901, of the Commonwealth of Australia, 1902.

Correspondence relating to Chinese Immigration into the Australasian Colonies, with a return of Acts passed by the Legislatures of those Colonies and of Canada and British Columbia, on the subject, 1888.

Papers relating to the Grievances of Her Majesty's Indian Subjects in the South African Republic, 1895.

Correspondence relating to the Position of British Indians in the Transvaal, 1904.

Correspondence relating to Legislation affecting Asiatics in the Transvaal, 1907.

Report of a Conference between Representatives of the United Kingdom, the Commonwealth of Australia, and New Zealand, on the Subject of Merchant Shipping Legislation, 1907.

Further correspondence relating to Legislation affecting Asiatics in the Transvaal, 1908.

Return of Railway Servants on Duty on certain Railways of the United Kingdom for more than Twelve Hours at a time, during the month of April, 1908.

Italy.—Inchiesta sulle Abitazioni degli impiegati d'ordine e subalterni in Roma e del personale ferroviario in Roma e in altre città d'Italia, 1908.

Statistica degli scioperi avvenuti in Italia nell'anno, 1905.

La mortalità infantile in Milano. Pubblicazioni dell'ufficio de Lavoro della Società umanitaria de Milano.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopsis of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different provinces of Canada.

NOVA SCOTIA CASE.

Officers of Provincial Workmen's Association Restrained Under Injunction.

IN connection with the dispute within the ranks of the Provincial Workmen's Association, on the subject of the affiliation of the association with the United Mine Workers of America, an injunction was granted on the application of those in favour of the proposed affiliation to restrain the officers of the association from dealing with the funds of the Order. The Grand Council, it will be remembered, at its recent annual meeting decided to suspend lodges agitating for affiliation with any other Order, thus depriving them of any share in the funds in the hands of the Grand Officers. Later, at the October session of the Supreme Court, Judge Drysdale continued the injunction.

QUEBEC CASES.

Sunday Labour.

In the police court at Quebec, Que., a decision was given out on October 29 in a test case with regard to Sunday labour. Some time ago action was taken by agreement against two city bakers by their employees with a view of proving whether the former had a right to carry on operations on Sunday. The contention of the employees was that Sunday work was not a work of urgency or necessity. The judgment rendered, condemned the master bakers to a nominal fine of one dollar and costs each.

In the Court of King's Bench at Sherbrooke, Que., Mr. Justice Hutchinson presiding, a second decision was given bearing on the validity of the provincial legislation with regard to Sunday labour. The defendant had been found guilty by the district magistrate of keeping open his place of business on Sunday in June last, in violation of the law, and was ad-

judged to pay the sum of ten dollars and costs. On appeal, exception was taken on three counts to the jurisdiction of the Magistrate's Court. In rendering his decision the judge spoke as follows:

It is true that in 1906 the federal Parliament passed an act known as the Lord's Day Act regarding Sunday observance, which was assented to on the 13th of July, 1906, and which came into force on the 1st of March, 1907. This act is of a very general character. Section 5 thereof provides that "it shall not be lawful for any person on the Lord's Day to sell, or offer for sale, or purchase any goods, chattels or other personal property, or any real estate, or to carry on or transact any business of his ordinary calling; or in connection with such calling; or for gain to do or employ any other person to do on that day any work, business or labour." Then there follows in succeeding clauses provisions regarding employees engaged in receiving or transmitting telegraph and telephone messages, or in the work of any industrial process, or engaged in any public game or contest for gain, conveying persons for amusement and pleasure, using guns, and the selling and distributing of foreign newspapers, etc. In limitation of these general provisions there are a great many exceptions under the head of "works of necessity and mercy." Then, under the head of "procedure" it is provided that "nothing in this act shall be construed to repeal or in any way affect any provision of any act or law relating in any way to the observance of the Lord's Day in force in any province of Canada when this act comes into force."

And further, no action or prosecution for the violation of this act shall be commenced without the leave of the Attorney-General for the province in which the offence is alleged to have been committed.

Immediately before this act came into effect, to wit: on the 28th of February, 1907, the Legislature of this province passed an act, chap. 42, which virtually re-nacted, or at least declared to remain in force, the existing law in regard to the sale of goods on Sunday, which law then existing is to be found in section 3498 of the Revised Statutes of Quebec, which prohibits, with certain exceptions, the sale of goods, wares and merchandise during Sunday. And by a second clause of this act of 1907, it is provided that "no person shall on Sunday for gain, except in cases of necessity or urgency, do any industrial work or pursue any business or calling, or act or organize any theatrical performance." And further, this act provides that every offence against this act shall be punished by a fine of not less than \$1 and not more than \$40, and in default of payment thereof by imprisonment not exceeding thirty days. This act also provides that the fine shall belong to the crown, and can be recovered only by a British subject. And by the last clause it is declared that nothing in this act shall restrict the privileges granted or recognized by the federal act.

Now, among the subjects mentioned in our constitution (The British North American Act of 1867), which the federal Parliament has the exclusive right to legislate upon, there is the criminal law, including procedure in criminal matters; and among the subjects set apart regarding which the provincial legislatures have the right to legislate upon, is property and civil rights in the province, and the right to impose punishment by fine, penalty or imprisonment for enforcing any law in the province.

Questions have frequently arisen as to the dividing line between these two jurisdictions, and appeals have been taken to the Privy Council to determine this line of division, and it has been decided: (1) In the case of *Hodge vs. the Queen*, that the subjects which in one respect and for one purpose fall within section 92 of the British North American Act (which gives the subjects or federal legislation) may in one aspect and for another purpose fall within section 91 of this act, which gives the subjects for provincial legislation. And, later, in the

case of the Grand Trunk Railway Company and the Attorney-General of Canada, it was stated that it seems to be established: (1) "That there can be a domain in which provincial and Dominion legislation may overlap, in which case neither legislation will be ultra vires, if the field is clear; and (2) that if the field is not clear, and in such a domain the two legislations meet, then the Dominion legislation must prevail," the federal Parliament having the exclusive right to legislate upon all matters not specially assigned to the provincial legislature.

Now, both the Federal Parliament and provincial Legislature have legislated in regard to this matter of Sunday observance. The question, therefore, is, was the field clear for the provincial Legislature of this province to legislate to the limited extent it did on the 28th of February, 1907, the day before the Dominion act came into force? On referring to the Hansard debate in Parliament, session 1906, volume 3, page 5,622 and following, it will be seen that the object of the legislation by the federal Parliament in 1906 was by reason of the Supreme Court, as well as the Privy Council, having declared that the act of the Ontario Legislature, or one similar in its terms to it, regarding Sunday observance—a very comprehensive act—was treated as a whole ultra vires of the provincial Legislature, and it was considered desirable that there should be a uniform legislation throughout the whole of the Dominion of Canada respecting this matter of Sunday observance. But it was generally admitted by lawyers on both sides of the House that the provincial legislatures could legislate to some extent in regard to Sunday observance. In the case of *Greene*, the Supreme Court of New Brunswick declared that the New Brunswick statute respecting the profanation of the Lord's Day was intra vires of the provincial legislature, and is to be classed as a police or municipal regulation, and not as a matter essentially appertaining to the criminal law and so within the sole competence of the Parliament of Canada. Therefore, to use the language of one of their Lordships of the Privy Council, was "the field clear" for the provincial Legislature of Quebec to pass the Act 7th, Edward VII., chap. 42, above referred to, under which act it seems evident that the present action was taken? On referring to the Dominion act of 1906, it will be seen that in every important clause of this act special reservation is made in favour of the provincial acts. The language employed is: "It shall not be lawful for any person on the Lord's Day, etc., except as provided herein, or in any provincial act or law now or hereafter in force." And then, in section 16 of this Dominion act, under the heading "Procedure," it is provided, as above mentioned, that "nothing herein shall be construed to repeal or in any way affect any provisions of any act or law relating in any way to the observance of the Lord's Day in force in any province of Canada when this act comes into force."

Here is an express declaration that not only shall all provincial laws regarding this matter remain in force, but any new law that the provincial legislature may pass before the 1st of March, 1907, shall remain in force. The Dominion Parliament not only yields a clear field to the provincial legislatures, but implicitly invites that legislature to occupy it if such legislature wishes to do so; and, in view of this legislation, the Quebec local act was no doubt passed. Under these circumstances, can it be contended that this act is now ultra vires of that Legislature? I cannot think so.

As to the second contention of the defendant, that even if the provincial Legislature had the authority to pass this act the present action should have been authorized by the Attorney-General, if the present prosecution had been taken under the provisions of the Dominion statute the consent of the Attorney-General would certainly be required, but it is evident that it is not taken under that statute, but under the provincial statute, and under it no such consent is required.

As to the third contention, that this prosecution is of the nature of a *qui tam* action and that an affidavit should have been furnished, this contention could only

apply, if at all, when the proceedings are instituted under the old law as found in our revised statutes, and, therefore, this contention cannot be sustained.

There was also a further contention urged before this court that the provincial statute, under which this prosecution was instituted, provided that the fine could only be recovered by a British subject, and that there was no mention made in the information and complaint that the prosecutor was a British subject, although, in the evidence before the magistrate, it is proved that he is a British subject. In the first place it is evident that the offence is completely stated in the information and complaint. It is only in the procedure that it is necessary that the prosecutor, in order to recover the fine and punish the defendant, should be a British subject; that is, although the defendant may be guilty of the offence, yet he could not be punished unless the prosecutor was a British subject. In any event, section 578 (old numbering) of the Criminal Code governs a case of this kind. It provides that "No irregularity or defect in the substance or form of the summons or warrant, and no variance between the charge contained in the summons or warrant and charge contained in the information or between either and the evidence adduced on the part of the prosecution at the inquiry, shall affect the validity of any proceeding at or subsequent to the hearing."

I am, therefore, of the opinion that the proceedings, as taken, are valid, and that the conviction of the complainant should be maintained and the appeal is dismissed with costs.

ONTARIO CASE.

Labour Union Agent of Assault.

On October 14, 1908, a decision of interest to labour unions was handed down by Judge Monck in the Division Court at Hamilton, Ont. Some time ago an agent of the carpenters' union endeavoured to induce a non-union carpenter to leave his job and followed him around for that purpose. The latter forcibly ejected the agent from the premises, whereupon the agent summoned him for assault. The magistrate dismissed the case with costs against the plaintiff. The union appealed, and on

October 14 Judge Monck upheld the magistrate's action.

UNITED STATES DECISION.

Right of Labour Unions to Enforce Strike by Fine.

An important decision was rendered by a divided court of the full bench of the Supreme Court of Massachusetts, involving the right of labour union leaders to enforce a justifiable strike for higher wages and shorter hours for its members by threatening members of the union who do not strike when told to with fines imposable under the rules of the union.

The majority of the court holds that while as to members of the unions such threatened action may be perfectly justifiable, yet as to their employer the threat or coercion of a fine upon members who except for it would remain at work is unjustifiable. The employer is by the majority held entitled to an injunction against the labour union defendants employing the threat of a fine by the union upon such refractory members, if they do not quit work.

The decision is in the case of Willcutt & Sons Company vs. Jeremiah J. Driscoll, of the Bricklayers' Benevolent Protective Union 3, *et al*, and the injunction, which is affirmed, restrains James P. Reagan of that union and chairman of the executive committee from intimidating the employees of the concern by the imposition of a fine or penalty upon persons in its employ or about to enter it.

THE LABOUR GAZETTE

DECEMBER, 1908.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF NOVEMBER, 1908.

I.—GENERAL SUMMARY

THE unprecedentedly heavy volume of the western crop movement was the most notable feature, from an industrial and labour standpoint, of the month just past. Weather conditions were favourable for marketing, and though losses have been reported at certain points through a shortage of cars, the amount of grain forwarded up to the end of the month exceeded that of any previous corresponding period. The result was widely felt on trade and industry. Collections improved to a marked degree, and there was a general increase in the amount of money available for industrial purposes. As yet, however, no pronounced expansion has occurred, except in lines affected by the approaching holiday season, though manufacturing on the whole has been steadier in tone. Mining improved compared with October, except in the Nova Scotia collieries and in branches affected by the advance of the season. In the lumbering industry, the outlook was appreciably better than at the close of October, though a lighter cut will be made this winter than last. Railway construction operations were continued with pronounced activity, and many thousands will be given employment throughout the winter. The record of building permits issued pointed to an early revival in activity. The closing of navigation and the general cessation of outdoor work usual at this season threw a large number out of employment, and the outlook

at many points was for a repetition of the conditions which prevailed last year. The fact that workmen of this class, owing to the comparative lack of activity during the past six months are less able from a financial standpoint to face a period of enforced idleness is an unfavourable feature of the present situation. Up to the close of the month, however, no unusual methods had been found necessary in dealing with a problem which always presents itself in varying intensity at this time of the year in Canada. The strict supervision of immigration by the Dominion Government has done much to curtail the inconvenience resulting from an over-supply of labour. The outlook in almost every branch and locality was for a considerable increase in general activity with the resumption of work in 1909.

Changes in Rates and Wages.

There were very few changes in rates of wages reported to the Department of Labour during the past month, the tendency being to maintain existing schedules even in cases where a surplus of labour prevailed. Apart from, seasonal causes the general tone of the labour market was regarded as more satisfactory than last month and considerably more satisfactory than during the corresponding period of 1907.

Mining.—Owing to quietness in cer-

tain of the Nova Scotia collieries some employees have been reduced in seniority where they were willing; in all cases, however, the wages scale previously in force was maintained.

Railway employees.—Locomotive engineers in the employ of the Canadian Northern Ontario, the Canadian Northern Quebec, and the Quebec and Lake St. John Railway Companies received an increase in wages as the result of a finding by the Board appointed under the Industrial Disputes Investigation Act.*

Civic employees.—A number of civic employees at Lethbridge, Alta., had their salaries increased.**

Unskilled labour.—The wages of unskilled labour were generally lower than at the corresponding period of 1907. At Belleville, Ont., 300 labourers employed by the Lehigh Portland Cement Company had their wages reduced from 14 to 13 cents per hour. A promise was made that the previous rate would be restored in the spring of 1909.

Cost of Living.

Grain prices were upward during November and farm produce was very high. Potatoes have been selling at from 15 to 20 cents per bag less than a year ago. Apples were advancing rapidly and promise to be high throughout the winter. Flour prices have stiffened slightly. Building materials were moving slowly, lumber and cement being dull at the factories though more active among small dealers. Bricks were in demand, but structural steel will be quiet till towards spring. It is estimated that the cost of construction has fallen off almost 15 per cent. during the past year, due in part to the lowering of prices of raw material. Hides were upwards in tendency. Tin has been irregular and pig iron weak after a rise. Rentals showed a tendency to decline in some localities.

(*) A full copy of the report of the Board is published elsewhere in the present issue.

(**) See report of Lethbridge correspondent.

Interruptions to Industry.

The number of trade disputes in existence in Canada during November was one less than in October, and there was a decrease of about 32,165 in the number of working days lost. Compared with November, 1907, there was a decrease of 5 in the number of disputes, and a decrease of about 13,560 in the number of working days lost.

Manufacturing establishments dependent upon water power were seriously hampered at several points through the lowness of the water in the streams resulting from the prevailing dry weather. At Ottawa and Hull for example, several hundreds of men were thrown out of work from this cause. At Gananoque, Ont., also, the manufacturing industries of the town have been much interfered with by the scarcity of water to furnish the necessary power. In some cases the factories have been able to operate only about two days a week. A number of centres in Quebec reported similar conditions.

Among industrial establishments, etc., destroyed by fire or through other causes during November, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scotia.—Passenger car shops at Amherst; loss \$125,000; business block at Halifax; sawmill at Moose River.

The tug *Calluna* ran on a reef off Pictou Island and became a total loss; the schooner *Finlayson* was wrecked off the Nova Scotia coast and became a total loss; the barque *Aurora*, laden with lumber, went ashore one mile north of Brothers' Island and became a wreck.

Prince Edward Island.—Farm building and contents at Charlottetown, loss \$18,000; starch factory at Hunter River, loss \$8,000.

The schooner *Western*, right laden with coal was wrecked on November 7 off Prince Edward Island.

New Brunswick.—Presbytery at Grand Valley, loss \$1,500; blacksmith shop at Milltown, loss \$5,000; pulp mill at Musquash, loss \$22,000.

Quebec.—Railway bridge at Ashuapmouchouan, loss \$14,000; school house at Longue Pointe; at Montreal cotton warehouse, loss \$20,000; dry houses and lumber, loss \$6,000; explosion of dynamite in harbour, loss \$2,000; sash and door factory, dye-works, loss \$3,000; outbuildings and cattle at Mechins, loss \$5,000; butter factory at Noyan, loss \$7,000; butter factory at Savage's Mills; dairy and contents at St. Hyacinthe, loss \$3,000; stables and contents at Quebec; tenement flat at St. Henri, loss \$8,000; laundry at St. Sauveur de Quebec, loss \$3,000; giving way of government wharf at Sorel, loss \$100,000; sawmill at Trout Brook.

Heavy gales in the first week of the month caused considerable damage to shipping in the Gulf of St. Lawrence. On November 16, the steel barque *Signi* went ashore at

Pointe des Monts in the St. Lawrence; on the same day, the steamer *King Edward* was driven ashore in English Bay, Island of Anticosti. On November 16, also, the steamer *Rudolphe*, while tied to the wharf at Sorel, caught fire from the explosion of a lamp, and was burned, loss \$20,000.

Ontario.—Woollen mill at Alton, loss \$20,000; stables and hotel at Alton, loss \$4,000; bakery at Atwood, loss \$1,500; wing of college at Berlin, loss \$35,000; outbuildings and stock at Chatham, loss \$7,500; grocery at Clinton, loss \$2,000; Grand Trunk wharves at Collingwood, loss \$3,000; hotel and barber shop at Cobalt; railway depot and freight sheds at Corinth, loss \$3,000; saw and grist mill and grain at Murillo; boot and shoe factory at Ottawa; eight tenement houses at Ottawa, loss \$6,000; newspaper office at Port Burwell, loss \$4,000; business portion of town of Pembroke, loss \$500,000; saw mill at Rodney, loss \$5,000; butcher shop and two residences at Tavistock, loss \$10,000; meat market at Thorold, loss \$1,000; boathouse and 25 launches at Toronto, loss \$30,000; quilt factory at Toronto, loss \$20,000; saw mill, blacksmith shop, 6 stores and 2 residences at Wisawasa, loss \$12,000.

The steamer *Telegram* was burned off Fitzwilliam Island in Georgian Bay, loss \$15,000; the steamer *Temiscaming* was burned on Lake Temiscaming; the tug *Gladstone* and a scow were driven ashore in Georgian Bay, near Owen Sound, and became wrecks, loss \$6,500.

Barns at Belmont, Chatham, Maxwell and Niagara township.

Manitoba.—Skating and curling rink at Elgin, loss \$2,300; general store at Minitonas, loss \$20,000; business portion of the town of Spooner, loss \$15,000; in Winnipeg, an oil plant, loss \$40,000, and a theatre, loss \$30,000.

Saskatchewan.—Business section of town of Kelliher, loss \$50,000.

British Columbia.—Business block at Penticton, loss \$30,000; planing mill and lumber at Vancouver, loss \$100,000.

Conditions in the Industries and Trades.

Conditions of employment during November in the several industries and trades throughout Canada as indicated by the reports of correspondents to the *Labour Gazette*, and by information received at the Department from other sources, may be briefly summarized as follows:—

Agriculture.

In western Canada the feature of the month was the unprecedentedly heavy movement of the 1908 grain crop. The weather was excellent for crop handling, and though country elevators were filled to their capacity and a lack of cars was seriously felt in many localities, no widespread loss was occasioned. The au-

tumn has been very favourable for the breaking of new land. This and the large number of homesteaders taking up quarter sections points to a large area being put to crop next spring, notwithstanding the fact that immigration from the British Isles and Europe has fallen off. The winter wheat crop of Alberta made good growth. Market conditions were favourable, red Alberta wheat selling at 78 to 84 cents. At Calgary Thanksgiving turkeys sold for 35 cents per pound. Some hardships through rough weather was reported by cattlemen on the Albertan ranches.

The secretary of the Northwest Grain Dealers' Association issued the following estimate of the year's wheat yield in Manitoba, Alberta and Saskatchewan, together with an estimate of the distribution of the crop up to the first week of November.—

"Wheat, 6,055,600 acres at 16.4 bushels per acre, 99,311,840 bushels. Oats, 2,607,000 acres at 34.6 bushels per acre, 90,202,200 bushels. Barley, 855,000 acres at 24.4 bushels per acre, 20,877,860 bushels. Flax, 123,420 acres at 9.3 bushels per acre, 1,147,806 bushels. Inspected to date, 24,241 cars, 25,453,000 bushels. In store at country points, 14,160,000 bushels; in transit, not inspected, 1,400,000 bushels; allow for country mills 8,000,000 bushels; allow for seed and feed, 12,000,000 bushels; total, 61,013,000; balance in farmers' hands to market, 38,298,840 bushels; 22 per cent. wheat No. 4 and under."

The vice-president and general manager of the Ogilvie Flour Mills Co. estimated that the value of the agricultural product of the three Northwest provinces would reach a total of \$125,000,000. Notwithstanding the rapidity with which the crop has been moving during the the past two months there will be sufficient grain left after the close of navigation to keep the railways very busy throughout the winter.

The November issue of the Census and Statistics Monthly dealing with fall roots, fodder crops and clover seed, together with comparative areas of summer fallowed land and land seeded to fall wheat in 1907-1908 gives the following returns:

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue, several trades and industries throughout the Dominion. This table has reference only to the amount of employment headings in the *Gazette*. In tabulating the information in question, the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural operations.	Fishing.	Lumbering (including saw-milling.)	Mining.	Manufacturing.	Railway construction.	Building Trades.
<i>Nova Scotia—</i>							
Sydney.....	Busy	.....	Dull	Quiet	Busy	.....	Quiet
Westville.....	Busy	Quiet	Dull	Quiet	Quiet	.....	Quiet
Halifax.....	Active	Quiet	Dull	.....	Quiet	.....	Quiet
Amherst.....	Quiet	.....	Dull	Very busy	Active	.....	Dull
<i>Prince Edward Island—</i>							
Charlottetown.....	Busy	Quiet	.....	.....	Active	Active	Quiet
<i>New Brunswick—</i>							
Moncton.....	Busy	Quiet	Dull	.....	Active	Very busy	Active
St. John.....	Active	Active	Quiet	Active	.....	.....	Active
Newcastle.....	Quiet	Quiet	Quiet	.....	.....	Active	Busy
<i>Quebec—</i>							
Quebec.....	Dull	.....	Active	.....	.....	.....	Active
Sherbrooke.....	Active	.....	Quiet	Quiet	Active	.....	Quiet
Three Rivers.....	Busy	.....	Active	.....	Active	Active	Very busy
St. Hyacinthe.....	Active	.....	.....	.....	Active	.....	Active
St. Johns.....	Active	.....	Active	.....	Active	.....	Active
Maisonneuve.....	Busy	.....	.....	.....	Quiet	.....	Active
Montreal.....	Active	.....	.....	.....	Quiet	.....	Dull
Hull.....	.....	.....	Quiet	Dull	Dull	.....	Active
<i>Ontario—</i>							
Ottawa.....	Active	.....	Dull	.....	Quiet	.....	Active
Kingston.....	Active	Quiet	Quiet	Active	Active	.....	Active
Belleville.....	Busy	Active	.....	Active	Active	Quiet	Active
Peterborough.....	Busy	.....	Active	.....	Quiet	.....	Active
Toronto.....	Busy	.....	.....	.....	Quiet	.....	Active
Niagara Falls.....	Quiet	.....	.....	.....	Active	.....	Active
St. Catharines.....	Busy	.....	.....	.....	Active	.....	Active
Hamilton.....	Active	Active	.....	.....	Quiet	Quiet	Active
Brantford.....	Busy	.....	.....	.....	Quiet	.....	Quiet
Guelph.....	Active	.....	.....	.....	Active	.....	Active
Berlin.....	Active	.....	.....	.....	Active	.....	Quiet
Woodstock.....	Quiet	.....	.....	.....	Quiet	.....	Dull
Stratford.....	Busy	.....	.....	.....	Active	.....	Active
London.....	Busy	.....	.....	.....	Dull	.....	Quiet
St. Thomas.....	Busy	.....	.....	.....	Active	.....	Active
Chatham.....	Busy	.....	.....	.....	Active	.....	Active
Windsor.....	Active	.....	.....	.....	Active	.....	Active
Sault Ste. Marie.....	.....	Quiet	Active	Dull	Active	.....	Quiet
Port Arthur and Fort William	Active	Busy	Busy	Active	Active	Busy	Active
<i>Manitoba—</i>							
Winnipeg.....	Busy	.....	Quiet	.....	Active	Busy	Active
Brandon.....	Busy	.....	.....	.....	.....	.....	Quiet
<i>Saskatchewan—</i>							
Regina.....	Busy	.....	.....	.....	.....	Busy	Active
Moose Jaw.....	Busy	.....	.....	.....	.....	Busy	Busy
<i>Alberta—</i>							
Calgary.....	Busy	.....	.....	.....	Active	.....	Quiet
Edmonton.....	Busy	.....	.....	Quiet	.....	Busy	Active
Lethbridge.....	Busy	.....	.....	Active	Active	Busy	Active
<i>British Columbia—</i>							
Nelson.....	.....	.....	Dull	Active	.....	.....	.....
New Westminster.....	Quiet	Dull	Dull	.....	.....	.....	Quiet
Vancouver.....	Active	Quiet	Dull	.....	.....	.....	Quiet
Victoria.....	Active	Active	Active	.....	.....	.....	Active
Nanaimo.....	Quiet	Quiet	Dull	Quiet	.....	Active	Quiet

[illegible]

Crops.	Acres.	Yield per acre.	Total yield.	Average price.	Total value.
CANADA—					
Potatoes.....	503,600	bu. 142	bu. 71,511,200	per bu. 4.87	\$ 34,818,626
Turnips and other roots.....	271,443	bu. 364	bu. 98,805,252	per bu. 1.77	17,530,303
Hay and clover.....	8,210,900	ton. 1.49	ton. 12,234,241	per ton 9.96	121,884,554
Fodder corn.....	259,770	ton. 11.04	ton. 2,867,860	" 4.10	11,780,733
Sugar beets.....	10,800	ton. 10.07	ton. 108,800	" 5.31	577,600

The total value of the five crops is \$186,591,816, of which 3½ per cent. is credited to Prince Edward Island, nine per cent. to Nova Scotia, 7½ per cent. to New Brunswick, 28.3 per cent. to Quebec, 48.1 per cent. to Ontario, 1.8 per cent. to Manitoba 0.7 per cent. to Saskatchewan and 1.1 per cent. to Alberta.

Data are not available to make value estimates for British Columbia.

Per cent. areas of fall wheat sown this year, of land in red and alsike clovers and of land ploughed for fallow, compared with like areas last year taken as 100, are shown in the following table for the Dominion and the several provinces.

Provinces.	Fall wheat	Red clover.	Alsike clover.	Fallow land.
	p.c.	p.c.	p.c.	p.c.
CANADA.....	95	129	116	97
P. E. Island.....				105
Nova Scotia.....	103	105	110	93
New Brunswick.....	95	103	95	102
Quebec.....	120	96	70	71
Ontario.....	86	132	117	90
Manitoba.....	197			113
Saskatchewan.....	128			113
Alberta.....	124	125	120	106

The acreage sown to fall wheat is five per cent. less for the Dominion, although there are important increases in Quebec and the three Northwest provinces. In Ontario, where the bulk of this grain is sown, the area is only 86 per cent. of last year's. The decrease in this province is owing largely to the prevailing drouth at seeding time, which made the land difficult to work. The same state of drouth also affected fallowing operations, but the proportional area is only three acres in 100 less than last year. The proportion of red clover in crop is 29 per cent. and of alsike clover 16 per cent. greater than last year—the chief increases being shown for Nova Scotia, Ontario and Alberta. The average price of red clover seed, computed from the

quotations of correspondents, is \$7.50 per bushel, against \$9.77 last year, and of alsike seed \$9.57 against \$9.06 last year. The highest prices are in Quebec, where the percentage of yield has been low.

The November report of the Ontario Department of Agriculture giving the final estimate of the crop yield for 1908 shows an increase in the combined wheat yields of the province of 609,000 bushels, as compared with last year, an increase of over 13,000,000 in the oat yield, of upwards of 400,000 bushels in rye, of nearly 800,000 in buckwheat, of over a million bushels in mixed grains., of nearly two millions in corn for husking, of 700,000 tons in the yield of corn for the silo, and of over 700,000 tons in the hay yield. On the other hand there was

A reduction of 900,000 bushels in the yield of barley, a slight reduction in the yield of peas and beans, a drop of half a million bushels in the yield of potatoes, and of seven million bushels in the yield of turnips. With regard to fall conditions the report shows a decline in the acreage of new fall wheat resulting from the dry weather. Orchards and live stock suffered from the same cause, pastures having been eaten very closely. The flow of milk was also affected by the prolonged drouth. The fodder supply for the coming winter, however, is abundant, hay selling for from \$6.00 to \$14 per ton, whereas last year it ranged from \$10 to \$20 per ton. Threshing and marketing have been carried on under favourable conditions, but ploughing was retarded and at the end of October only about two-thirds of the usual acreage had been turned in. There was a sufficiency of farm labour in all parts of the province except during the rush of harvesting, and it is expected that wages will decline rather than rise. The quality of most of the labour offering is not up to the standard and capable men are in demand. Domestic servants were reported scarcer than ever in the farmer's household. Fall wheat in Ontario had its growth retarded by the dry weather, but is generally reported as having made good progress.

Perhaps the most noticeable feature of the report is the reduction in the number of milch cows and cattle generally in the province. There were in 1908, 113,374 milch cows in Ontario, as compared with 1,152,071 in 1907, a falling off of nearly 40,000. Other cattle decreased from 1,744,165 to 1,711,485 in the same period. At the same time there was an increase in the number of live stock owned in the province.

According to the government crop report of Nova Scotia the total agricultural yield of the province during 1908 was as follows:

Crop.	Acreage Acres.	Yield per Acre. Tons.	Total. Tons.
Hay.....	640,000	1.6	1,024,000
	Acres.	Bushels.	Bushels.
Oats.....	135,000	30	4,050,000
Wheat.....	20,600	20	412,000
Barley.....	9,700	23	223,100
Buckwheat.....	18,000	31	558,000
Beans.....	3,100	18	55,800
Peas.....	1,500	19	28,500
Potatoes.....	44,000	200	8,800,000
Turnips, mangels and carrots.....	18,000	475	8,550,000
	Acres.	Tons.	Tons.
Forage crops and fodder corn.....	3,000	10	30,000

Apples for home and foreign consumption 600,000 barrels. The season of 1908 was ten to fourteen days earlier than that of 1907, which, it will be remembered, was a very late year. The present year was about ten days later than average. Considerable seeding was done during the second and third week of May, but, owing to heavy rains many fields were not seeded until after the second week of June. From the middle of June to the middle of July almost no rain fell. As a result of this drouth crops all over the province were considerably diminished, but, more particularly in Antigonish and Cape Breton counties, where the hay crop was most affected. After the middle of July rains continued abundant until August 2nd, on which date one of the heaviest rain falls ever recorded in the province occurred, there being three-inch fall in thirty-six hours. This rain did considerable damage, especially to the intervale and marsh hay. Since August 2nd, the season has been very dry, there being less water in the wells and rivers during the month of October than for a long time. Owing to this less fall plowing than average has been done. Both spring and fall were singularly free from frosts. One of the oldest correspondents describes the season, as a whole, as being the best all around in his recollection; in this estimate, the majority appear to agree.

The export fruit trade was assuming a stronger tone at the close of the month. Some heavy losses have been reported by apple buyers on shipments to the British market, several consignments having been refused on arrival through the poor keeping qualities of the fruit. Apples in Ontario have been a fair crop, though the quantity of fancy fruit is limited. Apples in the orchard have been sold at the rate of from 75 cents to \$1.00 per barrel.

Up to October 17 receipts of cheese at Montreal, Que., were 1,677,281 boxes and shipments 1,480,828 boxes. This shows a considerable decrease compared with last year. It was estimated that about \$26,000,000 were paid to the farmers of eastern Ontario and Quebec for dairy produce during the season of 1908. The total output is estimated to be nearly 200,000 boxes less than that of the previous season, but the make of butter was considerably larger.

As the result of an outbreak of a contagious foot and mouth disease among cattle in the States of New York and Pennsylvania a rigid quarantine was established against shipments of cattle from these States and from Maryland, New Jersey and Michigan to Canada.

An important conference was held at Regina, Sask., between the premiers of Manitoba, Saskatchewan and Alberta and representatives of farmers' and grain growers' associations throughout these provinces. The purpose of the meeting was the discussion of the elevator system of the three Northwest provinces, with special reference to the feasibility of nationalizing them. No decision was announced as a result of the conference.

The thirty-fourth annual session of the Dominion Grange was held at Toronto on November 26. Among the subjects which were discussed were, the extension of the order, Senate reform, rural mail delivery, railway taxation, the tariff, automobile legislation, bounties and bonuses, civil service reform and public expenditure.

The fourth annual convention of the Ontario Vegetable Growers' Association was held at Toronto, Ont. The annual convention of the Ontario Horticultural

Association was held at Toronto on November 10-11. The Ontario Fruit Growers' Association held a convention at Toronto, Ont., November 10-11. The annual exhibition of the Ontario Horticultural Association was held at Toronto Ont.

Fishing.

Fishermen in the Maritime provinces were for the most part quiet from seasonal causes. Fair catches of oysters were made, and preparations were under way for the opening of the smelt season on December 1st. Dog-fish interfered with mackerel and cod fishing off the Nova Scotia coast. On the whole the summer and autumn season has been a successful one, though prices of cod and mackerel were lower than last year. The lobster season was better than that of 1907. The returns of bank salt cod by the Lunenburg, N.S., fleet of 110 vessels totalled 138,180 qtls., an average of 1,256 qtls per vessel. In the season of 1907, 109 vessels took 123,625 qtls, an average of 1,134 qtls. French steam trawlers were reported to have had a very successful season on the Grand Banks.

At a recent meeting of the Halifax Board of Trade the Secretary of Industries and Immigration stated that it was the intention to appoint a special officer to further the development of the fishing industry.

Some good catches of white fish and coarse fish were reported on the great lakes. Catches at Belleville and Port Stanley were particularly heavy.

The fishing regulations for the provinces of Manitoba, Saskatchewan, Alberta and the Northwest Territories, including the Yukon district, have been altered so as to provide that nets for catching tullibee shall have a mesh of not less than 3½ inches extension measurement.

Fishing operations on the Fraser river were completed for the season, the year having been much more favourable than

was anticipated. The number of salmon reaching the spawning grounds was stated to be larger than for several years past. (*)

Favourable reports were received from the whaling station on the east coast of Vancouver Island. Operations have ceased at the summer station at Kuyot. (‡)

Eight sealing schooners arrived at Victoria, B.C., with 4,440 seal skins and 35 sea otter skins, the catch being about double that of last year, when 5,200 skins were taken by 14 schooners, an average of 181 less for each vessel. Hunters drew wages for the season that were higher than in many years past.

Lumbering.

Conditions in this industry showed a better tone in November, as a result of an improved market for lumber. Some heavy sales of 1909 product were made in the Ottawa Valley, and the outlook for the winter was correspondingly more promising. Most of the saw mills of Ontario and Quebec had closed down for the season. At Ottawa, Hull and other points depending on water power the lowness of the rivers caused a serious loss of employment. (*) Notwithstanding the number of unskilled labourers out of employment, agents have experienced difficulty in securing good lumberjacks for the camps. Weather conditions have been favourable thus far for bush work, the swamps being frozen over and some large quantities of ties and pulp wood having been taken out.

In the Maritime provinces conditions showed little change during the month, the outlook being for a reduction of the cut and a considerable diminution in employment during the coming winter among farmers and other classes who usually work in the woods. (**)

(*) For statement re earnings of Fraser River fishermen in 1908 compared with 1907, see special article in present issue on changes in rates of wages and hours during the third quarter of 1908; see also the *Labour Gazette* for October, 1908, page 352.

(‡) See report of Victoria, B. C., correspondent.

(*) See report of Ottawa, Ont., correspondent.

(**) See reports of Amherst, Moncton and St. John correspondents.

In British Columbia a number of the coast mills were active and some revival in logging was reported, but there was still a surplus of logs, and the immediate outlook for trade was not regarded as promising.

Mining.

There was a decline in the output of the Nova Scotia collieries during November, and shifts in and about certain of the mines were considerably reduced. Conditions are expected to remain quiet until the opening of the spring. The output for the year, however, will be larger than in 1907. In the Springhill district activity still remained very pronounced, with heavy staffs working and additional men in demand. Shipments by water ceased during November.

In Quebec, the asbestos mines became less active with the approach of winter, after a busy summer season. Mica mining remained dull.

According to a statement issued by the Ontario Bureau of Mines the total value of minerals produced during the first nine months of 1908 amounted to \$12,207,795. The returns in detail were as follows:—

	Tons.	Value.
Arsenic.....	464	\$ 19,892
Cobalt.....	408	80,823
Copper.....	5,892	837,559
Nickel.....	7,760	1,494,693
Iron ore.....	166,088	448,532
Iron pyrites.....	13,417	43,948
Pig iron.....	189,287	3,098,661
	Ounces.	
Gold.....	1,738	40,796
Silver.....	12,223,834	6,141,090

The total shipments from the Cobalt, Ont., camp, to the end of October were 20,069 tons.

Good strikes of oil were made in southwestern Ontario.

Some delay in coal shipments in Saskatchewan and Alberta occurred, but no serious inconvenience was expected.

The Western Oil and Coal Consolidated Company which has acquired about

7,000 acres of coal lands in the vicinity of Pincher Creek, Alta., will open up the deposits, at an early date.

The Crow's Nest Pass collieries were running to full capacity with outputs disposed of for some time in advance. Coal mining was fairly active on Vancouver Island.

Activity continued in the Kootenay and Boundary metal mining camps, shipments having been steady and on a large scale at Nelson, Rossland, Grand Forks and other points. The total quantity of ore shipped from the Phoenix mines to date this year exceeds that of any other year.

Manufacturing.

The market for manufactured products was steadier in tone, and there was a gradual increase in the activity of factories. This was particularly noticeable among manufacturers of holiday and other seasonable lines; confectionery plants, for example, were busy. Heavy lines, however, reported slow expansion, though iron and steel plants were busy.

The Nova Scotia Steel and Coal Company made a new record both in coal and steel output in October, the output of iron being 5,800 tons; of steel, 7,750 tons; and of coal 70,160 tons. The total coal output for the first ten months of 1908 was 574,670 tons, compared with 528,720 in 1907. A large order for fish plates from a London, Eng., firm was received by the Dominion Iron and Steel Company, whose mills are being operated to their fullest possible capacity. (*) The company was previously working on an order of 8,000 tons of rails for shipment to the Punjab and on a heavy order for delivery in New South Wales.

The smelting works of the Deseronto, Ont., Iron Company which were burned some time ago are being rebuilt and are expected to be in operation by April next.

The cement industry has been very active during the past year owing to the increasing use of cement for building purposes.

The milling industry has shown a decided improvement in western Canada during the present autumn, especially at small country points.

The Acadia Sugar Refinery Company showed total profits for the year of \$158,087.

The erection of buildings by the Provincial Steel Company of Cobourg, Ont., is well advanced, and it is expected that the Company will be ready to commence operations by the 1st of March of next year. The Company intends to re-roll worn steel rails, and expect to employ about 35 men at the start.

The Matthew Guy Carriage Manufacturing Company, manufacturers of hearses and heavy carriages has removed from Toronto to Oshawa, where they have erected a factory and intend to employ in the neighbourhood of thirty-five men.

Railway Construction.

Railway construction continued very active during November. On the National Transcontinental line operations were rushed throughout the month. In New Brunswick upwards of 4,500 men were engaged, employing over 1,200 horses and 12 steam shovels. The demand for supplies for these construction camps offset to a degree the falling off in the demand for lumbermen's supplies. On the Moncton-Chipman branch about 500 men were employed. West of Lake Superior the tracks of the Grand Trunk Pacific Railway now extend from Winnipeg to Battle River, a distance of 675 miles. At Battle River a large bridge is being built, the foundations of which have already been completed. A new bridge is also being erected over the North Saskatchewan. Both of these bridges will be completed early in 1909. Large consignments of contractors' equipment were received at Prince Rupert for use in the construction of terminals and on the first 100 miles of the line from that point eastward. Tenders for the second 100 miles of track east of Prince Rupert will be called for at an early date. Grading was reported finished for 120 miles west of Edmonton.

(*) See report of Sydney, N. S., correspondent.

The branch line of the Transcontinental, 120 miles in length, between Fort William and Lake Superior Junction, was completed in the second half of the month, and permission was obtained from the Board of Railway Commissioners to commence the running of two mixed trains a week each way. The line is expected to be utilized for carrying lumber during the winter, but it will be chiefly used in connection with the forwarding of men and supplies for work on the Transcontinental.

The Commissioners of the National Transcontinental Railway recently signed contracts for the last sections of the road between Moncton and Winnipeg. The contracts were awarded to Messrs. M. P. and J. T. Davis, and were for the following sections:—

DISTRICTS "D" & "E."—From a point designated on the plans of the Commissioners, being at the western end of Fauquier Bros.' Abitibi, contract in the province of Ontario, in a westerly direction for a distance of about 104.24 miles. The estimated cost of the work under this contract on the basis of the lowest tender is \$3,308,048.25.

DISTRICT "E."—From a point designated on the plans of the Commissioners for about sixty miles west of the easterly boundary of District "E," in the Province of Ontario, westerly to the end of Fauquier Bros.' contract north of Lake Nipigon, a distance of about 100 miles. The estimated cost of the work under this contract on the basis of the lowest tender is \$2,019,908.25.

The president of the Grand Trunk Pacific Railway announced that the system would be finished by December, 1911, and that trains would be running from Port Arthur to Edmonton in the spring of 1909. It was also announced that approximately 1,300,000 bushels of grain had been already forwarded to Winnipeg over the G. T. P. system.

During November three important railway branches were opened to traffic in western Canada. The Canadian Northern opened its line from Brandon, Man., to Regina, Sask., a distance of 225 miles; the Canadian Pacific Railway opened branches from Yorkton, Sask., to Leslie, Sask., 66 miles, and from Moose Jaw, Sask., to Outlook, Sask.†

Work on the Canadian Northern Goose Lake line has been closed for the season, the steel being laid for 75 miles out of Saskatoon.

The electrification of the St. Clair tunnel was formally inaugurated by the Grand Trunk Railway Company during November.

The Dominion Government has five engineering parties in the field making surveys in connection with the projected railway to Hudson Bay. The centre of operations is at Split Lake on the Nelson River, 160 miles from Fort Churchill. Three parties are working northerly and two from Pas Mission towards Split Lake. The work is under the direction of Mr. J. H. Armstrong, with headquarters at Winnipeg, Man.

It was announced by the Premier of Alberta that a policy of railway extension throughout all parts of the province had been resolved upon by the government of that province. A Department of Railways will be established and immediate steps taken to meet the increasing demands for transportation facilities throughout the province. The present service was stated to be becoming yearly more inadequate and, moreover, it is desired to secure competition and the opening up of the new portions of the country.

Bridge building operations on the part of the Canadian Pacific Railway Company have been exceptionally active during the present year. The company has in all over 5,900 bridges. In the province of Quebec alone 54 bridges were built or renewed this year. In western Canada also activity in this connection has been very pronounced.

A marked revival in car building and the manufacture of other railway equipment has recently been reported. Large orders for steel freight cars have been placed by the Grand Trunk and Canadian Pacific Railway Companies with the Canada Car Company, the Dominion Car and Foundry Company and other concerns.

General Transport.

As was the case in October, the chief feature of the month in transportation circles was in connection with the moving of the western grain crop. The rush of wheat from the prairies was unprecedented throughout the month. Inspections at Winnipeg, Man., averaged over

(†) See report of Moose Jaw, Sask., correspondent.

500 cars per day; on the 9th of November 682 cars were inspected. Every effort was made to get as large a quantity as possible to the lake ports before the close of navigation. Up to November 23 it was estimated that over 40,000,000 bushels of wheat had passed inspection at Winnipeg. The number of cars inspected at Winnipeg during October, 1908, was 14,394, compared with 9,094 in October, 1907, and 13,188 in 1906.

The movement of grain on the upper lakes was also unprecedentedly heavy and several of the elevators at Port Arthur and Fort William handled record quantities of grain. The increase in receipts at the head of the lakes were greater by 5,000,000 bushels than last year and the increase in shipments by 2,000,000 bushels.

Complaint of the lack of transportation facilities along the line of the Canadian Pacific Railway continued during November. Conditions at Moose Jaw, Macleod, Herbert, Leduc, Lethbridge, Yorkton and Calgary were reported as more or less serious, the marketing of wheat and coal being retarded. Conditions in Manitoba were satisfactory, except at Swan River. Towards the close of the month conditions in this respect were reported as improving, though country elevators were still filled to their capacity. The outlook is for a very busy winter on all-rail shipments.

An official summary of the traffic through the Sault Ste. Marie canals during October, 1908, is as follows:—

		United States Canal.	Canadian Canal.	Total.
Vessel Passages.....	Number.....	1,568	774	2,342
Registered Tonnage.....	Net.....	3,833,246	1,797,833	5,631,079
Freight—				
East Bound.....	Net tons.....	3,717,227	2,133,237	5,850,464
West Bound.....	Net tons.....	1,076,595	424,023	1,500,618
Total Freight.....	Net tons.....	4,793,822	2,557,260	7,351,082

With the ending of the season of navigation, shiplabourers, longshoremen and general traffic employees became less active. Arrangements were made for the closing of navigation on the Great Lakes and on the St. Lawrence. Aids to navigation on the Great Lakes will not be disturbed until December 10, but the work of removing gas buoys in the St. Lawrence was commenced on November 22, their place being taken by spar buoys which will be left as late as possible. The last outgoing ocean steamer had left Montreal but river boats were still running. Delays to shipping were caused through fogs and smoke. Most of the steamers on the lakes had ceased running by the end of the month. The Canadian Pacific Railway Company's steamers received freight for the last time this

year from Owen Sound to the upper lakes on November 29.

The steamship *Hamonic* was launched from the yards of the Collingwood Shipbuilding Company on November 27. The *Hamonic* was built for the Northern Navigation Co., and will be operated in connection with the Grand Trunk Railway system.

According to a statement of the harbour commissioners of Montreal there was an increase in collections up to November 1st of \$4,566 over the corresponding period of last year. The number of vessels which have arrived in port since the opening of navigation to November 1, was 671, or three less than during the same period last year, but the tonnage shows the large increase over the same season last year of 46,788 tons. Since

1905 there has been a steady decrease in the number of arrivals. In that year there were 759, of which forty-five were sailing vessels, but there has not been a single vessel of this class in port during the last two years.

The management of the Allan line of steamships reported a decrease in passenger traffic compared with 1907. Some 46,305 passengers were carried by this company during the St. Lawrence season of 1908, compared with 60,205 during the season of 1907 and 59,760 during the season of 1906. Two new steamers were placed on the route by the company during the year. The decline was accounted for by the restrictions placed upon immigration by the Canadian government.

The *Empress of Ireland* steamship completed a voyage from Liverpool, Eng., to Quebec, Que., during November in 5 days, 22 hours and 20 minutes, this being 55 minutes less than any previous record between these points.

By a decision of the Board of Railway Commissioners, Canada, shelters must be provided by railway companies at all flag stations. Wherever the annual earnings at such points amount to \$15,000 an agent shall be appointed.

The annual report of the Brockville, Western and Northwestern Railway showed total earnings of \$62,276 and operating expenses of \$30,157, both being higher than in 1907.

The Quebec Central railway showed an increase of 22 per cent. in gross earnings during the first six months of the present year, compared with the corresponding period of 1907. Net earnings showed an increase of 7 per cent.

The Alberta Railway and Irrigation Company reported a balance of \$36,925 after paying 4 per cent. dividend on ordinary stock. Coal sales during the year were 208,016 tons compared with 122,947 tons in 1907 and 199,284 tons in 1906. The company experienced a severe flood during the year which caused damages to the extent of \$50,000.

At the tenth annual meeting of the White Pass and Yukon Railway Company a proposed extension in the direction of certain copper mines was discussed. There was a gain of 4 per cent. in passenger traffic and of $6\frac{1}{2}$ per cent. in freight traffic during the year. In the river division 262 tons more freight and 756 less passengers were carried.

The total receipts of the Toronto Railway Company during October, 1908, were \$306,572, compared with \$294,394 in October, 1907, and \$271,104 in October, 1906.

The annual report of the British Columbia Electric Railway Company showed net profits of £154,224. After transferring £49,000 to reserve a dividend of 8 per cent. was declared. The company will increase its capital by £300,000 to provide for expansion. Gross earnings increased £109,000 and net earnings £40,000 during the year.

The Trades.

Building. — The prevailing open weather enabled outside operations to be unusually prolonged. From this cause and from the general increase in building that has been noted since the beginning of the autumn season, the month was more active than had been anticipated, though employment in a number of localities was quiet. Among centres at which the recent increase in the extent of buildings projected was most pronounced may be mentioned Toronto, Winnipeg and Vancouver. At Toronto, 552 permits were granted during October, representing a value in building of \$1,019,492, compared with 334 permits in October, 1907, at an estimated value of \$776,555. The returns based on building permits issued during October in ten important cities of the Dominion, compared with the returns for October, 1907, are shown in the following table:

City.	Total Cost of Buildings for October, 1907.	Total Cost of Buildings for October, 1908.	Increase per cent.	Decrease per cent.
Calgary.....	\$ 491,000	\$ 88,400	.....	81.99
Edmonton.....	77,125	98,735	28.	
Fort William.....	33,465	88,200	163.55	
Halifax.....	28,490	36,155	26.90	
London.....	.....	59,700	.....
Montreal.....	1,091,344	422,080	.....	61.32
Regina.....	103,390	58,270	.....	43.64
St. John.....	26,600	73,550	176.50	
St. Thomas.....	.....	13,200	.....
Toronto.....	776,555	1,019,492	31.02	
Winnipeg.....	134,300	429,000	219.43	
Vancouver.....	305,570	414,810	27.34	
Victoria.....	83,875	99,750	17.73	

Metal.—A fair month was reported in the various branches.

Woodworking.—Conditions remained for the most part quiet in woodworking establishments, though an improvement was reported in many localities. Coopers were busy.

Printing.—The month was generally active for the allied trades.

Clothing.—Tailors were somewhat quiet, owing to the mild weather. Garment workers, glove makers, etc., were fairly active. Boot and shoe workers were somewhat quiet.

Textile.—The month was fairly active.

Leather.—Tanners and curriers were quiet. Leather workers were fairly busy.

Food and tobacco preparation.—Following the advent of cold weather the baking trade increased in activity. The passage of a uniform bread law in Ontario has had a good effect on the trade. Confectionery establishments were very busy preparing for the holiday trade. Cigarmakers and tobacco workers had a good month.

Miscellaneous.—With a close of outdoor employment there was a surplus of men offering for light work in the various cities.

Unskilled labour.—There was a large number of unskilled labourers out of work in the majority of the cities. This is the usual condition at the present season. The prolonged mild weather, by enabling work on civic improvements, building, etc., to be continued, has had an alleviating effect this year. The com-

parative slackness of industry, however, during the past season, by causing a curtailment in staffs and operations, has left those out of employment for the winter in a worse condition financially than a year ago. No relief measures on a wide scale have as yet been found necessary, and the steadily improving condition of general industry is expected to exercise a beneficial influence on the situation.

Canadian Trade and Revenue.

Foreign trade.—During October, 1908, the total value of imports entered for consumption was \$27,659,360, compared with \$31,924,815 in October, 1907. The total value of imports entered for consumption for the seven months ending October 31, 1908, was \$160,121,114, compared with \$226,395,835 in the corresponding period of 1907. The total value of domestic exports during October, 1908, amounted to \$26,299,212, compared with \$23,697,148 in October, 1907. The total value of domestic exports during the seven months ending October 31, 1908, amounted to \$136,408,263, compared with \$149,270,788 during the corresponding period of 1907. During October, 1908, there were increases in exports of the fisheries, agriculture and manufactures, and decreases in exports of the mine, the forest and animals and their products. The grand total of Canadian trade for the month of October, 1908, was \$57,238,333, compared with \$58,962,246 in October, 1907. For the seven months ended October 31, 1908, the

grand total of Canadian trade was \$318,406,985, compared with \$391,623,419 in the corresponding period of 1907.

Favourable openings for Canadian flour, lumber and cereals were reported in Martinique; for Canadian agricultural machinery and pianos in Brazil; for wheat, flour, sporting goods and toys in Mexico; and for Canadian flour, food stuffs, toilet soaps, building materials and furnishings in China.

Imperial trade.—Canadian trade with Great Britain in peas was reported as increasing steadily; beef briskets and beef dripping were in demand in this market, and openings were reported for rolled oats, barley, wheat, hams, bacon, poultry and game. A good demand was reported for Canadian furniture, nails and printing paper in New Zealand. In the latter market Canada was mentioned as having a monopoly of the trade in canvas and canned salmon.

Domestic trade.—With the rapid progress made in forwarding the grain crop, general trade in western Canada showed pronounced revival, collections being easier and some of the banks seeking investments. Money was more plentiful than for many months past. These conditions were reflected in the heavy bank clearings reported at Winnipeg; clearings at that point during the week ended November 21 having totalled \$22,158,128, compared with \$15,031,008 for the same week of 1907 and \$14,580,255 in 1906. Large gains in bank clearings were also shown at St. John, N. B., and other points, though for the ten months of the present year a decrease of 7.7 per cent. is shown. A further cause of activity was the conclusion of the election campaigns both in Canada and the United States. The seasonable cold weather towards the end of the month also gave an impetus to the dry goods and clothing trades. On the whole the situation was in the direction of a steady increase in activity, with the outlook much more favourable than at the corresponding period of 1907.

Canadian banks opened 22 new branches in October and closed one.

The annual report of the Bank of Montreal showed that \$1,000,000 was

added to rest account and \$217,628 carried forward. Notwithstanding the depression which prevailed throughout a large portion of the year, profits were only \$22,480 below those of last year and deposits were higher than ever before. Business loans, however, were reduced by \$10,345,000 and the rate of earning was only 1359. per cent., compared with 13.75 per cent. last year.

The Western Bank, with headquarters at Oshawa, Ont., and paid up capital of \$555,000, has been absorbed by the Standard Bank. The Standard Bank has now 76 offices.

The October bank statement showed large increases in circulation, deposits, current loans and call loans compared with September. Compared with October, 1907, deposits show a heavy increase. The statement showed the result of the early crop movement and indicated that not only has the wheat and grain crop been paid for promptly but that the prices obtained have been good.

Canadian revenue.—Canadian revenue during October, 1908, amounted to \$7,519,716.05, compared with \$8,223,071.80 in October, 1907. For the seven months ending October 31, 1908, the total revenue was \$48,247,238.77 compared with \$58,257,779.88 during the corresponding period of 1907. The total expenditure on capital account during October, 1908, was \$3,988,737.02, compared with \$3,092,931.93 in October, 1907. For the seven months ending October, 31, 1908, the total expenditure on capital account was \$18,004,382.47, compared with \$13,107,834.38 in the corresponding period of 1907. The leading items of expenditure on capital account during October, 1908, were: public works, railways and canals, \$3,599,152.92; militia, capital, \$176,812.59 and bounties, \$144,882.11.

Notes.

The annual meeting of the *Canadian Bankers' Association* was held at Toronto, Ont.

The *Booksellers' and Stationers' Association of Canada* was formed at Toronto, Ont.

The *Canadian Street Railway Association* held its semi-annual meeting at Ottawa. Twenty-five members were in attendance.

The twenty-first annual banquet of the Toronto branch of the *Canadian Association of Stationary Engineers* was held on November 6. It was stated that four new branches were seeking charters from the association.

A meeting was held at Armstrong, B.C., at which it was decided to form an *Associated Board of Trade* to embrace the various organizations of this nature in the Okanagan district of British Columbia. The constitution and by-laws of the Kootenay Associated Board were adopted with slight amendments.

The report of the *Glance Bay, N.S., Co-operative Society, Limited*, for the quarter ended September 30th, 1908, showed business amounting to \$29,084. A dividend of six per cent. was paid on the members' purchases and a balance of \$230 carried forward. The low rate of dividend was suggested owing to the fact that stock had not been taken and it was regarded as expedient to proceed cautiously.

The first sod was turned at Toronto, Ont., on November 18th in connection with the construction of the high tension *power transmission* line from Niagara Falls. About three hundred persons witnessed the ceremony, which was performed by Mr. J. W. Lyon of Guelph Secretary of the Municipal Power Union. Speeches were also delivered by the Hon. the Premier of Ontario and the Hon. Adam Beck, pointing out that the undertaking was the greatest of its kind ever begun, and that its completion would be attended with consequences of the greatest importance to industry.

The returns of *Assessment Commissioners* of several of the Canadian cities for 1909 show a large increase on previous totals. In the case of Toronto, for example, the total assessment is placed at \$223,207,413, an increase of \$16,822,160. The assessment last year was \$205,385,253, which was an increase over the previous year of \$22,054,507. From 1906 to 1909, inclusive, the total increase was \$77,105,002, of which

\$20,158,466 represents the increase in land values. Population is estimated at 287,201, an increase of 14,601 or 5 per cent. compared with an increase of 7 per cent., last year. The assessment of Hamilton, Ont., for 1909 is \$40,092,810, an increase of nearly \$3,000,000 over 1908.

On November 16, an investigation was begun by the Department of the Attorney General of Manitoba into the causes of recent numerous deaths in Winnipeg and other parts of the province, alleged to be due to *defective coal oil*. Fifteen casualties were reported from this cause within a period of three weeks, five having occurred at Winnipeg, and nine at Swan Lake. In addition, many other persons were reported severely injured by explosions of oil. Reports of the provincial fire commissioner showed that the defective oil had been distributed over a considerable area of the province. Tests of the oil showed that it contained a large percentage of low grade naphtha. Responsibility in the matter had not been fixed up to the close of the month.

At the twenty-eighth annual convention of the American Federation of Labour held at Denver, Colorado, in November, at which Mr. P. M. Draper, Secretary of the Trades and Labour Congress of Canada, was present as the fraternal delegate of the Congress, it was decided to hold the next annual meeting of the Federation at Toronto, Ont. About 700 delegates, representing 116 international organizations, in addition to a large number of state federations and central bodies of federated unions will attend the convention, which will entail an expenditure of about \$7,500 for the entertainment of the delegates. At the meeting at Denver reference was made to the recent growth and present position of international unions in Canada. The Federation now represents about 2,250,000 working men.

The special sitting of the Ontario High Court of Justice at which the business methods of the Wholesale Grocers' Guild are being investigated was reopened on November 11, having been adjourned from October 23. Among the witnesses examined were: Henry S. Burke, Secretary the Empire Tobacco

Co., Montreal; H. W. McBean, Treasurer the Shredded Wheat Co.; Robert Henry, representative of the Packers' Association of Vancouver; Ernest E. Henderson of the Canadian Salt, Co., Windsor; G. F. Benson, President Edwardsburg Starch Co.; W. H. Rowley, president of the E. B. Eddy Co., Hull; R. L. Innes, secretary-treasurer of the Canadian Cannery; E. M. Trowern, Dominion secretary of the Retail Merchants' Association; Col. John I. Davidson, of Davidson-Hay, Toronto, A. H. Thompson, of the Canada Sugar Refining Co., Montreal; H. N. Kittson, of W. H. Gillard & Co., Hamilton; Thos. Kinnear, of T. Kinnear & Co., Toronto; H. C. Beckett of W. H. Gillard & Co., Hamilton, a former President of the Guild. The evidence covered the entire field of the Guild's operations. On its conclusion on November 13 it was announced that the argument would be held at Osgoode Hall in about two weeks' time.

The twelfth annual report of the Free *Municipal Labour Bureau* of the city of Montreal, Que., was presented to the president and members of the civic financial committee on November 2. The period covered by the report was the year ended October 31, 1908. The report showed that the following situations were obtained: Labourers, 466; typesetters, 78; male cooks, 70; farm labourers, 346; clerks, 8; general servant girls, 49; kitchen helpers, 54; railway labourers, 120; cord wood choppers, 68; carpenters and joiners, 2; carters and coachmen, 31; dining room girls, 8; plumbers, 5; sawmills labourers, 27; agents, 8; yard and stablemen, 21; scrubwomen, 35; female cooks, 13; firemen, 7; pressmen, 8; tinsmiths and roofers, 4; housekeepers, 3; painters, 24; tailors, 2; waiters, 7; masons, 8; electricians, 2; rock drillers, 5; steamfitters, 2; miscellaneous, 9.—Total; 1514. The returns show a decrease of 518 compared with the report of 1906-07. The decline was attributed to the financial crisis and its effect on industry in general and particularly on the Canadian lumber trade. All of the situations above referred to were obtained gratuitously, no

fees being charged either directly or indirectly in the case both of employers and employees.

The government telephone system of Alberta now comprises some 1,400 miles of trunk lines and about 600 miles of farmers' rural lines. Since the first of May about 200 miles of trunk lines and about 400 miles of farmers' private lines have been constructed. In addition to this an extra circuit is in progress of construction between Edmonton and Calgary, and also one between Lethbridge and Macleod. Of the Edmonton to Calgary circuit communication can now be had as far as Wetaskiwin, while the extra line between the southern points is nearly completed. Other lines recently completed and now in daily service are from Edmonton to Pembina and from Edmonton to Brosseau and Shandro in the north and east districts of Victoria. In the south a new trunk line has been completed from Lethbridge to Taber and in Central Alberta from Daysland to Sedgewick. Six months ago there were only 35 telephone exchanges and toll offices in the province, whereas now there are 165. Taber, which has only recently acquired the service, already has a local exchange with 60 telephones. Stoney Plain and Lamont now have local exchanges with good lists of subscribers. Other places throughout the province are being supplied with exchanges as their business increases sufficiently to warrant it.

In the year 1906, the managing-director of the British Columbia Electric Railway Company, Limited, submitted a *pension* scheme to the employees of the Company, the terms of which were as follows:

That a Pension Fund Association be formed, and that each member pay a subscription of \$3.00 per annum. That this \$3.00 be deducted from the bonus or share of profits annually paid to employees. That no return payment be made to any member except in the case of his attaining the age of sixty years while in the service of the company, after 15 years' continuous service, the payment to take the form of a pension. The minimum annual pension to be at the rate of one-quarter of the average salary during the last 3 years of service. The maximum not to exceed a sum equal to one-half the average salary during the last 3 years of employment, the annual amount to be fixed by the committee of the association. The affairs of the association in each branch to be managed by a committee of ten. The company's manager and one man to be appointed by the employees. The company to contribute each year an amount equal to the contributions of the employees. The persons entitled to join the association to be employees of the company,

excluding the office staff, freight and ticket clerks, cashiers, and all other persons in receipt of a monthly salary during the 10 years preceding their attaining the age of 60 of more than \$100.00 a month.

It was made a condition by the board of directors that if they were to contribute to a pension fund the scheme must be voted upon and adopted un-animously by all branches. A vote was taken in 1906 and the proposal was rejected. Recently in Vancouver and New Westminster the question has been raised by the men, but thus far without unanimity. The directors still express their intention of carrying out their original proposals should the men become unanimous.

The annual meeting of the *Lord's Day Alliance* was held at Toronto, Ont., on November 13. The report of the secretary showed satisfactory progress. The Lord's Day Act, he stated, was becoming better understood, remonstrance and persuasion having been substituted for litigation insofar as possible. Only 2 per cent. of the cases reported as infringements of the act were brought to court, and two fines imposed. Over 80,000 seven days a week toilers were

given a weekly rest day. The distribution of Sunday newspapers from the United States had been greatly reduced. Last year over 25 per cent. of the cheese manufacturers of the province carried on work on Sunday, but this year less than 5 per cent. did so. The running of Sunday trains, it was pointed out, would increase the number of accidents. The report recommended that the railway commissioners be asked to investigate the weekly hours of railway employees and to consider the imperative interest of every such employee having one full day of rest every week, this day to be the Lord's Day. Receipts for the year were \$7,272.80. The following officers were elected: President, Rev. H. Francis Perry, D.D.; Vice-President Rev. A. Carman, D.D., L.L. D.; J. K. Macdonald, Rev. S. D. Chown, D.D.; Rev. L. Norman Tucker, D.C.L., Chancellor R. C. McKay, LL.D.; Mrs. Gordon Wright; Secretary, Rev. T. Albert Moore; Treasurer, Charles J. Coop, M.D.; standing committee chairmen are: Legal, John A. Paterson; Legislation, J. K. Macdonald; Organization, Rev. D. M. Snider.

II. REPORTS OF LOCAL CORRESPONDANTS.

DURING the month of November, Mr. Philip Obermeyer of Hamilton, Ont., was appointed correspondent to the *Labour Gazette* for Hamilton, Ont., and District, in the place of Mr. S. Landers, resigned. Mr. J. Arthur Sharp was appointed correspondent for Peterborough, Ont., and district, in the place of Mr. W. J. Johnston, resigned.

SYDNEY, N.S., AND DISTRICT.

John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during November was less active than in the previous month. The navigation season closes in November. During past years when the St. Lawrence shipments were com-

pleted, there was good demand for coal elsewhere, but such is not the case this year, and no large quantities of coal will be placed in the New England markets or in other countries. This has caused the coal trade to be quiet, and apart from Inverness the collieries of Cape Breton Island will remain quiet for some months.

The steel industry was active throughout the month. The Sydney steel works had a busy month, all departments being well employed. The rail mill worked day and night and the recent Australian order of 16,000 tons will keep them busy for some time. During the month active work in the quarries which supply the limestone and dolomite ceased, and only a few men will remain employed while the season is open. It was expected that the steel industry would be quiet this winter, but present appearances point to a revival of the trade and conditions may be much better than was

anticipated. Sydney Mines steel works had a busy month, all departments running continuously. The blast and open hearth furnaces sent out 5,456 and 7,871 tons respectively.

The Dominion Coal Company up to the present has produced 200,000 tons more than last year. Of this a 100,000 tons additional were placed in the Montreal market, the rest being distributed in the local and other markets.

During November all the collieries worked up to their capacity with outputs as follows:—

No. 1 Colliery	22,569 tons.
No. 2 "	7,267 "
No. 3 "	26,711 "
No. 4 "	2,540 "
No. 5 "	11,095 "
<hr/>	
70,182 tons	

The Nova Scotia Steel and Coal Co., the Port Hood Coal Co. and the Inverness Coal Co. increased their outputs during the year.

Water transportation fell off considerably, a large number of the vessels in the coal trade having left for other parts for the winter.

The building trade was dull and prospects for the coming year are not bright. However, a fair amount of work was done during the year.

The Chappell Bros. employed 75 men. Their saw mills shows a cut of two million feet, most of which has been retailed in the local market, used in contracts for the erection of buildings and worked into finish in their own wood-working plants. R. Gillies, wood-worker employed about 20 men during the year.

McKay Co., electrical contractors, furnish light to the town of Sydney mines, and do other business in the line of electrical contracting and supplies. On account of the limited number of new buildings which have been erected in Sydney during the past year, there has not been great activity in the contracting line, but it compares favourably with the previous year. The best business has been with outside contracts. The company installed electrical equipments in the Pitts building in St. Johns, Newfoundland, Inverness' post office, the

Bank of Nova Scotia building at Kentville and Windsor, Glace Bay post office, and are now installing the wiring in the new Museum building, at St. Johns, for the Newfoundland Government. They also have the contract for the installation in the new post office at Shelburne.

The Cape Breton Electric Company during nine months of the year expended on capital account for improvements and additions to their property, \$33,000. The operating conditions during the winter months of the year being favourable, the receipts were larger for the corresponding months in past years. During the summer months, however, owing to the general business depression the receipts fell off very largely not being up to the average for the corresponding months of the last several years.

Expenditures in the way of improvements for the coming year will probably not be extensive, but it is not anticipated that business will be any better, and probably not as good as for the past year. In the busy season this company has one hundred employees.

The Sydney & Glace Bay Railway Co., Ltd., have had a fair year, and employ 60 persons.

Wholesale and retail trade was quiet.

The various skilled trades were active with the exception of building and wood-working employees, who were quiet. Unskilled labour was well employed.

WESTVILLE, N.S., AND DISTRICT.

Mr. Tom Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions in this district were well up to the average of former months. A slight decrease in the coal output compared with October, 1907, was reported, the Intercolonial Coal Co. being some 1,500 tons short and the Acadia Coal Co. about 5,000 tons less. Spring Hill showed about 29,000 tons increase, so that the output for the mainland for the ten months ending October, 1908, gives an increase of some 76,000 tons over the cor-

responding months of 1907. The season has arrived for the stopping of shipments by water. At present the outlook is not bright for a continuation of busy times at the collieries and it is expected that broken time will prevail for the remainder of the year. Other industries in this district have been active.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were in general very busy ploughing.

Fishing.—Smelt and salmon fishing were in progress.

Lumbering.—Trade is quiet at present.

Manufacturing.—Conditions are fairly active.

Mining.—At present writing this industry is a little slack. Although parts of the various mines are worked daily, in several sections the men are laid off. Part of the Drummond Mine has been idle three days in succession, while at the Acadia Mine, Westville, several men were thrown out of employment. Parties are operating at Woodburn, Pictou Co., a few miles east of New Glasgow, boring for coal.

Other industries.—Most of the outside occupations in this district, namely: brick making and building have ceased operations.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during November showed an improvement over the previous month. The fine weather had much to do with this. The contract on which the most progress has been made is the Technical College. This structure is almost completed, as far as the exterior is concerned, and it is understood that the contractors will soon suspend operations until the spring. Work on the new Cathedral has gone on but slowly, while operations on the new round house have practically ceased

until the spring. Work on the interior of the post office has slowed down, awaiting the arrival of iron girders, etc. The exterior of the new concrete stables are about completed, and they may not be finished until early in 1909.

Work on the waterfront, while dull during the early part of the month, was active at the close; much more so than in the corresponding month of 1907. When the ocean traffic opened on November 27, the waterfront in the vicinity of the Government piers presented a busy appearance. Shipments of apples have been heavy this season.

The Board of Trade is considering a project to facilitate the establishing of new industries in Halifax. It is contemplated to form a committee to work in conjunction with the City Council, and if thought feasible by the two bodies, an energetic agent will be employed. The Board of Trade would look into the commercial aspect and the City Council the financial part of any arrangements made.

The bricklayers' and masons' endeavour to secure an 8-hour day still remains in the same position, and no action of a definite nature is likely to be taken until the spring.

The City Council was approached early in the month by a representative of the Anderson Furniture Co., asking that the city guarantee bonds to the extent of \$40,000, payable in 45 years. The company proposed to erect a plant costing \$100,000, employing some 75 hands the city to be given a first mortgage for security. The chief product of the factory was to be chairs. The matter was referred to a sub-committee of the council to discuss the details, and as a result two reports were sent to the council, which met to deal with the matter November 13. The majority report favoured loaning the money; the minority report contra. Representatives of the Trades and Labour Council appeared at the council meeting and opposed granting the bonus, stating that if any money was to be expended in this manner it should be given to the industries already established. If the council granted the bonus they, at least, should insist upon a fair

wage clause being inserted in the agreement. After a discussion, lasting some three hours, the company was granted a bonus of \$40,000 for 45 years, a fair wage clause to be inserted in agreement.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The crop report for November has just been placed in the hands of the printer.

Fishing.—Few fish have been taken during the month, and with the exception of a few stops of mackerel the month has been dull. Several fishermen's unions are being organized.

Manufacturing and mining have been normal.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were well-employed early in the month, but are now dull, only about 20 per cent. being engaged, with prospects poor. Carpenters and joiners were not as busy as last month. Painters and decorators were dull. Plumbers and stonecutters had a good month, particularly the former. Boilermakers had a fair month. Other metal working lines were about normal. Printers, pressmen and bookbinders were normal early in the month, but as work on the Provincial Government's reports has been started there are few idle hands. Journeymen tailors were not as busy as usual owing to the mild weather. Unskilled labour had a fair month; the mild weather enabled a good staff to be retained on city works and there was considerable employment otherwise. Other lines were normal.

AMHERST, N.S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Considering the fine weather, labour generally was poorly employed and the outlook for the winter is not cheerful. In the main, mechanics and artisans

having employment at this time will have steady work during the winter months, but no additional labour other than what the local market can abundantly supply will be needed.

A disastrous fire occurred here on the evening of the 24th inst., which destroyed the large passenger car shop of the Rhodes-Curry Company, throwing 80 men out of employment. The company has already taken steps to rebuild.

The rolling mills in connection with this industry, which were closed down for some weeks, reopened and by the first of the year the other shops will be in active operation. The number of men employed, however, will be very much less than during the past four years unless additional car contracts are secured.

The mining sections are prospering and giving employment to a constantly increasing number of men. Collections other than those depending upon the lumber industry are above the average and business on the whole is good.

Wages, in a limited degree, have a downward tendency, but so far no material reductions have been made.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—A fine open fall, almost without parallel in this province, has enabled farmers to successfully harvest their abundant crops. The crop reports all indicate that this season eclipses all records for the past decade. Prices are fairly well maintained.

Lumbering.—The lumber market has somewhat brightened during the past month, but the cut this year will be below the average. From reports received from a number of the leading exporters it will only be about 50 per cent. of the cut of the winter of 1906-07. As lumbering enters more or less into farming operations, giving employment to farmers and their sons during the winter months, the reduced cut will be materially felt throughout the country.

Manufacturing.—All local industries are employing their usual complement of hands and expect to do so during the winter months, with the exception of the

Rhodes Curry & Co. Work in this large industry, especially in the car department, is slack, but more men will be put on gradually on a contract of 500 cars for the Grand Trunk Pacific.

Mining.—The coal centres all report active operations, with increasing outputs demanding more men.

CONDITION OF PARTICULAR TRADES.

Work in the building trades was reported dull. Moulders were fairly active, and machinists were steadily employed. Taken in general the metal trades were dull with no sign of improvement. The wood-working and finishing trades were quiet, with many car workers out of employment. Printers reported work fairly brisk, but no further labour needed. The clothing trades reported a dull month, boot and shoe workers alone excepted. These have been kept busier than usual and outlook good. Trunk and bag makers reported a good month. Furriers had a good month; additional hands have been engaged and are working nights to overtake orders. Many unskilled labourers are out of employment with no permanent work in sight.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during November differed little from that of October. Fine weather prevailed during the greater part of the month, enabling outdoor work to be carried on to a greater extent than usual and giving farmers a good opportunity for shipping. The construction of a railway wharf and power house at Charlottetown, a breakwater at Summerside, a fish hatchery at Georgetown, were among the principal government works. A number of residences were in course of erection in different parts of the prov-

ince, but on the whole building operations were not extensive. Wholesale and retail merchants reported business good, with collections fairly easy and a generally optimistic tone prevailing.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The end of the month found that more fall ploughing had been done than usual. Shipping had been carried on briskly during the month, although the price offered for potatoes did not bring out the quantity to market that was expected. The open fall enabled farmers to get a good deal of outdoor work finished up and things put in shape for the winter.

Fishing.—Operations were limited in this industry. When the weather was not too stormy, oystering was carried on; this was practically the only branch which was prosecuted with any activity.

Manufacturing.—The cheese factories closed down about the first of the month and butter making is now in full progress. In other lines normal conditions prevailed with respect to labour.

Railroad construction and employment.—The survey of a branch line from Royalty Junction through the northern part of Queen's County was completed. A number of new stations were erected along the main line and work at the power house for the P.E.I. railway shops was carried on. Conditions in other departments were as usual.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, had a quiet month. Carpenters and joiners, lathers and plasterers, were active. Other branches of the skilled trades had a good month. There was a fair demand for unskilled labour.

MONCTON, N.B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market in November showed some slackening in activity as

compared with October, but was fairly up to the average for the season. Weather conditions during the entire month continued favourable for the prosecution of outdoor work. Contractors were enabled to pretty well close up their contracts and much repair and extension work was in progress. The superstructure of the Bank of Montreal is about completed and the work of interior finishing is in progress. The Knights of Columbus new hall is well under way. A number of other buildings require much interior work and a large number of carpenters have their winter's work ahead. The construction of the Moncton-Chipman section of the Grand Trunk Pacific has progressed favourably and a considerable portion is ready for track laying. About 500 men are employed upon this section, which measures 50 miles. The E. A. Wallberg Co. have about completed the construction of the new I.C.R. shops and the Deputy Minister of Railways spent some time here taking them over. On November 10th the freight car repair shop was opened for operations and a large force of men was transferred there from the old shops. The planing shop has also been occupied. Mercury vapour electric lights have been installed and about 300 employees are now at work. All local manufacturing concerns were running steadily and the outlook for a steady winter's work is good in most cases. The Campbell-Clad Co. will close about December 10th for three weeks, stock-taking. Attendance at school for this term has reached its highest mark, the present enrollment being 2,008. Retail trade has been good and wholesale trade fair. A branch office of the Bank of Naples was opened on the first. Bank collections are reported average. Real estate has been moving briskly, and is firm. Houses appear more easily obtainable, but rents remain high. No changes in wages or in hours of labour have been noticed, and relations between employees and employers remain cordial.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Very favourable weather conditions gave excellent oppor-

tunity for fall ploughing, marketing produce, and preparatory work for the winter season. Cheese making at the factories ceased on the 1st inst., and butter making is now in process. The Maritime Winter Fair at Amherst, November 30 to December 3rd showed an increase on its entry list of more than one-third over any previous year. Hay was plentiful at \$9.00 to \$11.00 per ton, oats at 50 cents per bushel, potatoes at 50 cents, butter at 26 to 28 cents for dairy, and 30 to 32 cents factory, eggs at 24 cents, pork at 9 cents per carcass, and beef at 6 to 7 cents per quarter.

Fishing.—Smelt fishing opens December 1st.

Lumbering.—Indications are that the coming season's cut will be less than last year's and much below the average. The demand for men is small, \$26.00 per month being in some cases offered for experienced hands; average wages however, are about \$22.00.

CONDITION OF PARTICULAR TRADES.

Carpenters, joiners and masons were busy; painters and plumbers active; with builders' labourers busy, and in fair demand.

The metal, engineering and ship-building trades report a good month and very active conditions. Woodworkers were active, upholsterers, varnishers and polishers fair, carriage makers quiet and car builders active. Printers, pressmen, machine hands and bookbinders were all very active. Journeymen tailors and garment workers were active. In the food and tobacco preparation trades steady conditions prevailed. The leather trades were quiet. Barbers, hotel and restaurant employees and laundry workers were fairly well employed. Clerks and stenographers reported normal conditions with supply somewhat in excess of demand. Railway crews were well employed and good time was made by many. Freight handlers were busy, as were also carters, teamsters and expressmen. Unskilled labour reported a slackening in demand as the month advanced. Local men

seemed to be fairly well employed but transients were not so active, and many are removing.

ST. JOHN, N.B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has improved somewhat since the opening of the winter, especially with longshoremen. Masons and bricklayers were active, and carpenters and joiners were well employed.

DeWitt Bros., wholesale feed and produce merchants at Fairville, whose warehouse was destroyed by fire in September, are now re-building. Their new warehouse will be nearly double the size of the old one. The New Brunswick Cold Storage Company, Limited, has decided to enlarge its buildings. Early on the morning of November 24, fire broke out in the dye works of the Cornwall and York cotton mills, Wall street, which were damaged to the extent of about \$1,500. The three mills of Messrs. Baker, Miller and Warner have closed down for the season, throwing out of employment about 150 men, but it is likely these will secure work on the winter port steamers. Most of the other mills will close down in January. The Mary A. Horton was the first ocean going steamship to go through the reversible falls. She loaded with deals at Cushing's mill for Ireland.

Exports through St. John to the United States during the quarter ending September 30 were: Merchandise, \$448,391.86; lumber and laths (the product of American logs), \$140,745.97, making a grand total of \$589,137.83.

Bank clearings for the four weeks ending November 26th were: \$5,898,967, and for the corresponding period last year \$5,652,386, being \$246,581 greater in 1908 than in 1907, and \$202,751 in excess of the four weeks ending October 22 of the current year. The Savings Bank transactions for the month of October

were: Deposits, \$39,464.62; withdrawals, \$69,206.54, an excess of withdrawals of \$29,741.92. The city treasurer paid out the sum of \$7,320.61 to workmen employed by the city during the four weeks ending November 27, as follows: Ferry \$407.22; water and sewerage, \$3,717.00; public works, \$3,286.38. The members of St. John Typographical Union, No. 85, who went on strike last March on the Telegraph and Times, returned to work November 22, as a result of a settlement of their grievance in a manner satisfactory to themselves and the management. The local men, whose failure to pay their union dues and assessments gave rise to the trouble, have re-joined the union. They will thus remain in the employ of the paper, which will hereafter be run as a union shop. All the non-union men who were engaged to fill the places of the strikers have been dismissed.

In the County Court Chamber, November 23, Judge Forbes delivered his judgment in the alien labour case of *Thompson vs. Hardy*. This is an appeal from the decision of Police Magistrate Ritchie, who found the defendant Hardy, guilty of bringing aliens into the country against the Act, and fined him two hundred and fifty dollars. The Judge quashed the conviction on the grounds that no contract made prior to the immigration of the alien was established, and also that any acts done by the defendant, who was an American citizen, were done by him in his own country and were not punishable as a violation of Canadian law. The fact that line type operators are skilled labourers was also taken into consideration.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Reports from Hartland Carleton county, are that large quantities of hay are moving, and the price is stiffening. Farmers realize from \$9 to \$10 per ton. Oats are scarce. They bring 45 cents per bushel. Chickens have been bringing 9 and 10 cents per pound; geese and ducks, 12 cents; turkeys, 16 cents; dressed pork is abundant and dealers pay 7½ to 8 cents per pound.

Fishing.—The St. John retaining pond has proved a greater success this year than on any previous year, and the work of stripping salmon has gradually become more successful. Since the inception of this business the take of salmon, which fifteen years ago amounted to about forty fish per boat, has increased to the extent of 400 per boat, and there is an increase of 30 per cent. in the number of boats engaged in the work.

Operations at the St. John pond commenced on June 18th, with a staff of nine men. The construction of the pond occupied from ten to twelve days and when it was ready to receive salmon. Sixty fish were received on the first day and by August 18th a total of 1,801 fish had been received. It was estimated that this supply would give nearly 7,500,000 eggs, but now they find they will realize over 8,500,000 eggs. The output from the St. John pond this year is the largest in its history, 7,250,000 being the largest in any previous year. The reports received from hatcherymen who annually have been receiving eggs from the St. John pond are all that could be desired, and each estimates from 85 to 90 per cent. of fry, liberated from the quantity of eggs received.

Lumbering.—The lumber cut on the Upper St. John this winter for New Brunswick mills will be about 80,000,000 feet. Prices for next season's logs are now running at about \$11 and \$11.25 for spruce, with two-thirds for battens, while hemlock is bringing \$7.25 and \$7.50. The Surveyor-General announces that his department has reduced the minimum size of log allowed to be cut in New Brunswick from eighteen feet in length and ten inches in diameter at top to sixteen feet length and nine inches diameter at the top. Violations will be punishable by the imposition of double stumpage.

Mining.—Since June the Bay of Fundy Mining Company has realized 65 tons of copper from their mines above Goose Creek, St. John county. They are now driving tunnels and sinking shafts with a force of sixteen men, and expect to have their own smelters at work and a new dock constructed by next year.

CONDITION OF PARTICULAR TRADES.

The building trades were active, except painters and stonecutters, who were quiet. The metal and woodworking trades also had a good month, though shingle weavers were dull. Printers, pressmen and bookbinders were active, with tailors and bakers busy. Cigar-makers, railway men and steamboatmen were active. Brushmakers and street railway employees were busy. Unskilled labour was dull.

DISTRICT NOTES.

Burt's Corners.—Elwood Burt has started to re-build his sawmill destroyed by fire sometime ago. The new mill will be 130 feet long, and will likely be running by the middle of January.

Fredericton.—A. H. Vanwart has purchased the R. Kirkpatrick mill at Debec Junction, Carleton county. He will operate the mill at Debec this winter, and in the spring the machinery will be brought to Fredericton and placed in a new mill to be erected on the owner's property on Campbell street. In the case of Jean Baptiste Henry vs. Thomas Malcolm, an action for damages under the Workmen's Compensation Act, was referred to the full bench by Judge Landry. The court held that a rock cut on a railway was not a quarry and instructed the trial judge to fix amount of damages at any amount not to exceed \$1,600, which would be equivalent to three years' wages.

Musquash.—On the morning of November 27th the two cut-up mills owned and operated by the Inglewood Pulp and Paper Company were totally destroyed by fire. The mills had a cutting capacity of about 150,000 feet of lumber a day, and employed 35 men. The loss is estimated at \$22,000, and there is \$13,000 insurance.

Sackville.—The Sackville Woodworkers, who started their new factory the past summer in the vicinity of the I.C.R. station, have had a successful season, and have in hand enough work to last till March. The Sackville free-stone quarry has ceased work for the

year as far as getting out and shipping stone is concerned; but the manager has a gang of men at work cleaning away the earth at the western end, and next season will start operations at this part of the property.

NEWCASTLE, N.B., AND DISTRICT.

Mr. James Falconer, correspondent, reported as follows:—

GENERAL CONDITION IN THE LABOUR MARKET.

October has been rather dull, principally on account of the mills closing down much earlier than usual. The building trade has been active, a number of fine residences being in course of erection.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are through with the season's work. The weather has been very fine. The first of the fall was very dry, so much so that ploughing was kept back. The farmers are now disposing of their produce. There is a good demand for all kinds at good prices.

Fishing.—The fishermen are through with the fall's work. Cod fishing was good but prices were lower than last season. Smelt fishing has not commenced yet as there is no ice.

Lumbering.—The cut will be much less than last season, especially of pulp wood.

Railroad construction.—Work is active.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters and joiners were all very busy. Wages were good. Blacksmiths were very busy, most of them working overtime. Carriage and wagon makers were not very busy, principally on account of depression in the lumber business. Printers have been kept busy for some time. Tailors and garment workers were busy, and boot and shoe makers reported very good business. Steamboating is about over for the season; a number of the boats are hauled out of the water.

QUEBEC, QUE., AND DISTRICT.

Messrs P. J. Jobin and E. Little, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month compared favourably with October, though generally quiet. The chief activity was in connection with the coasting trade, a number of cargoes being hurried to their destination in anticipation of the close of navigation. This work was retarded by heavy fogs and snow storms. One schooner and the steamer King Edward were lost. The difficulty between the Canadian Northern Railway Company and its carmen was adjusted by arbitration under the Industrial Disputes' Investigation Act, the settlement having been accepted by both parties to the dispute. A difficulty occurred in one of the shoe factories, but it was adjusted amicably through the efforts of the Registrar of the Provincial Council of Conciliation and Arbitration. The Richelieu and Ontario Navigation Company's steamer Tadousac made her last trip of the season to Chicoutimi on November 14th. The Dominion government entered expropriation proceedings at Levis on the property formerly belonging to Messrs. Carrier, Lainé and Company and now belonging to the Bank of Montreal. The ground occupied by the works comprises 348,000 square feet. The steamer Devona, which left Montreal on the morning of the 22nd November, arrived here on the night of the 24th being detained on the way through fog over sixty hours on the passage.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Fall ploughing was seriously delayed by weather conditions.

Lumbering.—The large saw mills of the district have ceased cutting for the season. Fewer men will be sent to the woods than last year. A gang of thirty left for the lumber camps of northern Ontario early in the month, and a second gang of 34 left for Ste. Perpetue in the latter half of the month.

Manufacturing.—An appreciable increase in activity took place and the month was more active than any since the beginning of the present year, though plants were not running to their full capacity.

CONDITION OF PARTICULAR TRADES.

In the building trades, bricklayers, painters, stonecutters and builders' labourers were quiet, with the other branches and particularly carpenters, active. The metal trades were quiet to dull, but coopers were busy. The printing and clothing trades were active with the exception of boot and shoe workers, who were quiet. Cigarmakers were quiet, as were also tanners and curriers. Hotel and restaurant employees were dull. Ship labourers were dull, but longshoremen were busy. Steamboat men were being paid off for the season. The supply of unskilled labour exceeded the demand.

THREE RIVERS. QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Owing partly to the fine weather, labour generally was employed to a greater extent than during the same month last year, especially on construction. The lumber mills ceased sawing; the firms were hiring and sending gangs of men to their timber limits. Sash and door factories were running extra time, but other factories were normal. There was no exceptional activity, except in the building trades, which were as active as in the preceding months. Trade was fairly good. There were no changes in wages and no strikes. Several large buildings have been completed since June, and over fifty are still in course of construction.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The few days of rain

and the warm weather enabled farmers to complete ploughing.

Fishing.—Conditions were fair this month.

Railroad construction.— Railway bridges on the St. Maurice River were still under construction.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers and plasterers were very busy, with painters rather busy. Plumbers, gas and steam fitters, stonecutters and builders' labourers were very busy. Metal workers were fairly busy, but not more than ordinarily. Woodworkers were all busy. Printers and pressmen were fairly busy. Journeymen tailors and garment workers were fairly active. Glove-makers were active, and boot and shoe workers quiet. The food and tobacco preparation trades were fairly active, but the leather trades were quiet. Clerks and stenographers were rather quiet, but the other miscellaneous trades were fairly active, with laundry workers very busy. Railway employees were fairly active. Steamboat men were very busy, but longshoremen were quiet. Unskilled labour was very active during the whole month.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions have been fairly active during November. The season has been a very open one, with the result that those engaged at outside work have had very little broken time. Taken as a whole business seems to be picking up and there have been fewer idle men during November than for some months past. The factories were running full time, as were the various machine shops with the exception of the Canadian Rand, which was working only 41½ hours per week. The Jenckes shops had plenty of work,

and the E. & I. Fairbanks Co., added to its staff. The work on the extension of the waterworks has been curtailed until the spring. Many of the men laid off secured work in the woods so that no hardship in this connection has been experienced. The retail trade, especially the dry goods and clothing stores, reported business as quiet, and attributed the cause to the open season. A branch of the Bank of Montreal was opened in Sherbrooke. The Inland Revenue returns for this port for November amounted to \$49,690.71, and the Customs returns for the same period was \$24,310.10. The Eastern Townships Bank brought in \$500,000 in gold from New York and Boston. There has been no unrest in labour market during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have had an open season to carry on their fall work, but report great inconvenience through the scarcity of water. The drought of the summer and fall had the effect of reducing the dairy output by about half, and cattle went into barns in poor conditions. In several sections cattle had to be sold owing to scarcity of hay. Other crops were fully up to the average.

Lumbering.—The pulp wood industry is quiet, and the cut this year will be curtailed. Mills have large quantities on hand. The forest fires which swept over large areas had the effect of killing, but not destroying the wood. This will have to be cut down this season, so that to save it many more men will be required than was anticipated at the beginning of the season.

Manufacturing.—The various manufacturing industries were running full time with orders ahead.

Mining.—With the approach of winter work at the asbestos mining centres in Central Quebec is somewhat quiet. It is stated that a plant will shortly be established at Thetford Mines for the manufacture of asbestos boards, shingles, etc. The Bell Company at the same place have broken ground for a large new mill.

Other industries.—The water in the Magog and St. Francis rivers has been very low, with the result that the electric

light plant at Sherbrooke has been unable to run to full capacity. A large drive valued at \$75,000 belonging to the Brompton Pulp and Paper Co. was hung up in St. Francis river, and a large number of men were employed piling the pulpwood on the banks to await a rise in the water. The Paton Manufacturing Co. has had to use an auxiliary steam plant. At Magog the cotton mills are running night and day in order to save the reserve water at Lake Memphremagog.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were quiet; carpenters, painters and plumbers active. Moulders, machinists and iron workers quiet in Canadian Rand Co.'s establishment, but active in other shops. Horse-shoers and jewellery workers were active. Woodworkers were active as were also carriage makers. Pattern makers were quiet. The printing and allied trades were busy. There has been more activity in the wholesale clothing trade during November than for some months past. Journeymen tailors were active, but glove makers were quiet. The food and tobacco preparations branch of trade has been quiet. Clerks, delivery, hotel, restaurant and laundry workers have been busy. Railroad men in this section have also been busy, but teamsters and expressmen were quiet. Unskilled labour was in good demand.

DISTRICT NOTES.

Waterloo.—The Eastman Lumber Co. has just sold its extensive limits in Sherford, Sherbrooke and Brome counties.

Waterville.—Industries continue in a flourishing condition. Mr. J. R. Ball has enlarged his factory two or three times since he started in business here, besides building two storehouses.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market improved considerably during

November. Building was more active than in the corresponding month of last year, several new buildings having been commenced. Work on the cathedral was advancing rapidly, many stone-cutters, masons and other workmen being employed. Many were also employed on the masonry work of the Grand Trunk bridge. Sash and door factories were active, night work being necessary. In the leather industry, conditions were active, and some of the factories will have to be enlarged to meet the growing trade. The boot and shoe industry was very active, extra work being required. The iron trades were active, but in the musical instrument industry a slackening was felt. The corset and clothing factories were active, but the Penman Company was quiet, the lack of water hampering operations. Civic employees had a good month, the weather being very favourable. Activity prevailed in all branches of trade, each week being better than the preceding. Banks reported improving conditions with easy collections. The Bank of St. Hyacinthe, which is in liquidation, paid 25 per cent. of its deposits and it was stated that a further payment would soon be made and that depositors will lose nothing. The Langevin Company, manufacturers of confectionery, etc., had a most active month. There were no changes in wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Satisfactory conditions were reported. Farm produce of all kinds sold well and prices increased during the month. Butter sold at from 28 to 30 cents per pound. Work was plentiful and farm hands were receiving fair wages for the season, but the supply was equal to the demand.

CONDITION OF PARTICULAR TRADES.

A good month was reported in the building, metal and woodworking trades. Printers, pressmen and bookbinders had a busy month. Journeymen tailors were active, some being obliged to work overtime. Boot and shoe workers had a very good month. Activity was reported among food and tobacco workers, and in the leather, miscellaneous and transport

trades. Unskilled labour had a fair month, with the supply equal to the demand.

DISTRICT NOTES.

Sorel. — Work was abundant at Sorel. The dredges Beaujeu and Aberdeen have gone into winter quarters. The Sorel Electric Company has made arrangements with the Dominion government to illuminate by means of ten electric arc lights the St. Ours locks. The question of working the St. Ours waterworks by electricity was under discussion. Work on the Quebec, Montreal and Southern Railway between Pierreville and Nicolet was advancing rapidly, the grading being completed to within three miles of Nicolet and rail being now laid. The cars will run as far as Baieville by the beginning of December and to Nicolet by the end of that month. The steamer *Constance*, belonging to the Marine Department, has entered the harbour and will undergo considerable repairs during the winter. The dredge *Minto* will dredge the river bed to a uniform depth at this place. Several dredges which have been at work all summer have entered their winter quarters. The steamer *James Howden* of the Marine Department dredging fleet has been hauled on to the ways for repairs. The keel has been laid for a vessel to measure 225 feet in length to be launched in the spring. This vessel will be used for provisioning the light-houses in the lower St. Lawrence.

St. Johns. — Business has become brisker and work was plentiful. The superintendent of the Singer Manufacturing Company stated that the renewal of activity in the United States since the presidential election would considerably increase the activity of his company and that the works would soon be employing about 5,000 men.

ST. JOHNS AND IBERVILLE AND DISTRICT.

Mr. A. D. Pepin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market was fairly satisfactory. Building was

quiet. The post office and the works of the Standard Pipe Company were nearly finished. Transportation has been good. Banks reported business good. Wages and hours of labour remained unchanged and there were no trade disputes.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The crop has suffered from the continued drouth. Fruits and vegetables were scarce.

Fishing was fairly active, as were also *lumbering* and *manufacturing*. The Standard Drain Pipe Company has rebuilt much larger premises and is installing new machinery. Some of the departments have started working. The pottery works felt the crisis in the United States, but they are again becoming very active. The Singer Company was working only 40 hours per week. The wages offered being low, a number of hands are seeking employment elsewhere. The Corticelli Silk Company has resumed operations.

CONDITION OF PARTICULAR TRADES.

The building trades were more active than in the preceding month. Carpenters and joiners had an active month and the other branches had a good month. Iron workers and helpers had a good month. Electrical workers were fairly well employed, but linemen were dull. Blacksmiths had a fair month. Tool sharpeners were busy. The wood-working, printing, food and tobacco preparation and leather trades reported a good month. Journeymen tailors were quiet. Glove makers were fairly well employed, but garment workers were dull. Hotel, restaurant and theatre employees were dull, but the other miscellaneous trades were busy. Railway employees, steamboat men, cab drivers, teamsters and draymen were busy. Unskilled labourers had a fair month.

DISTRICT NOTES.

Iberville.—The agricultural implement factory was quiet. Stonecutters were active. Potteries were working to full capacity and building was more active than last year.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of labour in November improved as compared with the same month of 1907. The report of the building inspector for November, 1908, showed 103 permits issued for new buildings valued at \$264,310 and 19 permits for repairs valued at \$14,758, as against 80 permits for new buildings valued at \$155,815 in November, 1907, being a balance of \$108,795 in favour of November, 1908. The revenues of the harbour commissioners of Montreal on imports and exports since the opening of navigation until November 1st, show an increase of \$4,566 over the same period of last year. The demand for labour in manufacturing establishments improved, though there were still a large number of unemployed. The Angus shops will be very busy there being work on hand to keep them going on full strength until next June. Locomotives at the rate of one per week were being turned out; \$2,000,000 worth of passenger cars have been ordered and freight cars are sent out of the shops completed at the rate of 20 per day. The policy of the Canadian Pacific Railway Company is to have its cars and locomotives built as far as possible in Canada and any equipment which cannot be turned out of the Angus shops is handed over to Canadian firms. The company has just received the last one of a number of engines ordered from the American Locomotive Company.

CONDITION OF PARTICULAR TRADES.

The building trades were dull, as were also the metal and woodworking trades. Activity prevailed in the printing and miscellaneous trades. Boot and shoe workers were dull, but the other clothing trades were active. The food and tobacco preparation trades were not active. There was no demand for unskilled labour.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market improved somewhat in tone during November and was slightly more active than in November, 1907.

The Police Committee in its estimates for the forthcoming year has recommended the following increases:—

	Increase per year.
Chief of Police.....	\$ 400.00
Inspectors.....	150.00
Quartermasters.....	200 00
Lieutenants.....	100 00
Chief of Detectives.....	200.00
Detectives (27) each.....	50.00
Sergeants.....	25.00
Second-class Constables.....	25.00

The following are the credits asked for by the Road Department:—

	Amount.
Mas. dam pavement.....	\$ 762,400.00
Wooden sidewalks.....	20,000.00
Crossings.....	69,000.00
Stone copings.....	12,973.00
Repairs to permanent sidewalks.....	65,070.00
<i>Permanent Works.</i>	
Repairs to asphalt pavement.....	29,810.00
“ stone pavement.....	73,600.00
“ block pavement.....	2,200.00
“ bridges.....	7,970.00
“ cesspools.....	38,750.00
Levelling of streets.....	25,000.00
Rents of small yards.....	1,200.00
Total.....	1,107,973.00

The above does not comprise new pavements in asphalt, scoria blocks or granite.

The fire and light department asked for the following credits:

Lighting the streets, electricity.....	\$ 159,894.00
“ gas.....	4,692
Special electric lighting.....	1,432
Replacing and removing poles.....	1,250
Lighting parks and squares.....	1,350
Office.....	250
Horse-keep for superintendent.....	400.00
Electrical inspection service.....	2,000.00
Salaries.....	3,900.00
	\$ 176,668.00
Lighting of municipal buildings.....	19,515.00
Total.....	\$ 196,633.00

For the inspection buildings \$7,700 are required; for that of boilers, \$4,850 and of fire alarms, \$29,878.

At the end of the month more than 500 longshoremen received their annual bonus from the different marine companies. Since two years, when the strike occurred, the different companies, withhold two and one-half cents per hour on the regular wages of workmen. Once the busy season is completed the total amount thus held is paid over. On an average the longshoremen received from \$25 to \$30.

The bank clearing house returns for October, 1908, showed a total of \$140,-602,161 as compared with a total of \$146,794,999 in October, 1907, or a decrease of over \$6,000,000. The clearings for the first ten months of the present year amounted to \$1,185,064,770 as compared with \$1,288,745,703 in the corresponding period of 1907, or a decrease of \$103,680,933 in 1908.

The revenues of the harbour commissioners during October, 1908, amounted to \$52,691.39, compared with \$51,141.15 in October, 1907. The total revenues since the opening of navigation were \$287,538.29, compared with \$282,-971.48 in 1907, or an increase during the current year of \$4,566.81.

With the closing of navigation, returns have been given showing the customs duties collected in the port of Montreal. These returns for the last seven months of navigation show a decrease during the present year of \$3,013,-083.29, or an average decrease of \$403,440.29 monthly during the present season. The total amount of customs

duties collected in the port of Montreal from May 1 to November 30 was \$7,502,784.29, whereas during the same period of 1907 it was \$10,515,867.58. It must be remembered that the year 1907 was unprecedented in the amount of customs duties collected here.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were less active than the preceding month, but were satisfactory.

Lumbering.—Fairly active conditions were reported.

CONDITION OF PARTICULAR TRADES.

Builders' labourers were active, and the other branches of the building trades busy. With the exception of ship-builders, shipwrights and caulkers, who were dull, the other metal trades had a good month. Shingle weavers were dull; the other woodworkers were busy. Activity prevailed in the printing trades. Boot and shoe workers had a good month; the other clothing trades were active. Ice handlers were quiet. Bakers and butchers were active, and tobacco-workers had a good month. Tanners and curriers were quiet; other leather workers were busy. The miscellaneous trades reported a satisfactory month. Street railway employees, teamsters and expressmen were active. Cab drivers were busy, but steamboat men and wharfingers generally were quiet. Unskilled labour was not active.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferrrière, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during November was very dull. The drought which lasted for nearly six months lessened the water supply so that the factories were compelled to close down through lack of motive power. At this season of the year when the saw-

mills, which are mostly run by steam power, close down, the laying off of so many men leaves about half the population unemployed. The labour market has not been so dull for many years. Prospects, however, were improving towards the close of the month; owing to recent rains certain machinery was set in motion again and a few squads of men were afforded work. Business was very good, retail merchants reporting better trade conditions than last year. Local banks reported satisfactory conditions and in connection with the post office savings bank showed an increase in deposits. Building operations have continued, owing to favourable weather, and may be kept up all winter on some of the larger contracts. The Ottawa Forwarding Company's fleet of tugs and barges has gone into its usual winter quarters in Hull and more than 500 people have gone to their families in Ste. Anne de Bellevue and Sorel. The usual staff of repairers and shipbuilders, in all about 60 workmen, have been retained for the winter. It was estimated that the sum of \$60,000 was lost to Hull workingmen during November owing to the low water.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Gilmour and Hughson's sawmills in Hull, the Fraser sawmill at Deschenes, the Bailie sawmill and the Ritchie Brothers' sawmills in Aylmer closed down during the month, throwing about 750 hands out of employment. A large number of these; however, will find employment for the winter in the woods.

DISTRICT NOTES.

Buckingham.—The pulp mills are running full time and supply pulp to the Hull paper mills. The outlook is considered very promising. The phosphate mines and mills, which for many years lay idle owing to the discovery of a cheaper grade of ore in the Southern states, were sold by the French syndicate which owned them to a Canadian syndicate. The price paid was \$50,000; it was stated that the manufacture of mineral fertilizers will soon be resumed

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows: —

GENERAL CONDITION OF THE LABOUR MARKET.

Employment during the month of November was greatly reduced by the low water in the Ottawa river. J. R. Booth's pulp mill was idle all month, and his lumber mill ran only intermittently. It would be difficult to arrive at the aggregate loss of time or wages as the firm retained its men as far as possible, although the work found for them was less profitable than if the industries had not been interrupted. The machinery of the Ottawa Carbide Works were idle the whole month, also, and the Ottawa Pulp and Paper Company which was about ready to start operations remained idle from lack of water power. The Ottawa Electric Railway Company and the Ottawa Electric Company (light) were forced to use steam auxiliary plants, adding considerable to running expenses. Lumber manufacturing ceased several weeks earlier at Hawkesbury, Arnprior and Pembroke, owing to the low water, which not only reduced the power but made it impossible to float logs into the mills. Wage-earners in these cases, however, did not suffer much as the mill crews were usually sent to the shanties of the respective companies. Skilled labour was in fair demand for building and foundry work. The civic corporation has a large staff employed on sewer construction and street improvements. The Ottawa Electric Railway Company finished its extension to the Experimental Farm early in the month, thus releasing 100 workmen. This extension, over a mile long, was the main construction work of the company in the past season. An extension to Beechwood and Notre Dame cemeteries is under contemplation for next summer, being recommended by a sub-committee of the city council.

The outlook for labour during the winter is brighter than at this time last year and the unemployed are not so numerous. Wages, excepting in the

lumber camps, are about the same as last year. The Ottawa Electric Railway Company will pay its old rate of 25 cents per load for hauling snow and the city wage scale will, at least, remain the same.

No action has yet been taken to enforce the Ottawa by-law authorizing the insertion of the Dominion Fair Wage Clause in civic contracts. The council held back when the schedule prepared by the city solicitor showed that the city scale of wages if brought up to the standard of the government fair wage clause, would add \$40,000 a year to the outlay. The National Trades and Labour Council of Ottawa petitioned the public school board to have its building inspector tender on all works done under him with a view to substituting day labour for contract work.

One fatal accident on a building scaffold and five men injured by the falling of another scaffold were notable industrial accidents of the month. In the inquest following the fatal accident the jury found that the foreman in charge did not see to the security of the platform where the deceased worked and recommended that contractors in future insist on closer inspection in order to avoid loss of life and injury. The International Allied Trades and Labour Council in the case of the five men injured by the falling of the scaffold petitioned the city council to appoint a scaffold inspector.

A fire in Pembroke on November 4, destroyed half a million dollars worth of property, including industries employing in all about 200 men. A coroner's inquest is in progress to ascertain the origin of the fire. The National Manufacturing Company which had 90 men employed in the making of scales and cream separators has been offered inducements from many other towns to re-establish, but has not decided where to go. The Pembroke Milling Company, the next largest industry burnt out, will have a new plant in operation by April and plans are being prepared for the reconstruction of nearly all the business blocks on a larger scale. The town council has increased by four-fold the area on which wooden buildings are prohibited.

An Ottawa Boys' Home was opened on

November 5 by His Excellency Earl Grey, for boys between 12 and 18 years who have not other homes.

The Ottawa Board of Trade has undertaken to raise \$5,000 for the establishment of a publicity bureau that will attract capital for industries and tourist traffic to the city on condition that the municipality spends \$10,000 for a similar purpose. The Ottawa Electric Railway Company has voted \$500 per annum for three years to the Board of Trade fund and Mr. David Mulligan of the Russell House has promised \$500.

The Ottawa Separate School Board has increased salaries of Christian Brother teachers from \$300 to \$500 and Christian Brother principals from \$350 to \$700; salaries of nun teachers are advanced \$25 this year and \$25 next.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The supply of milk was much reduced by the dry weather and scarcity of fodder. The retail price, however, is likely to remain at eight cents per quart during the winter. Farmers have killed off so much beef cattle that the price is moderating.

Lumbering.—The lumber trade is improving. Much to the surprise of some manufacturers part of this season's cut of deal has been sold at last year's rates. Larger orders from United States customers are strengthening prices. The Colonial Lumber Company of Pembroke, has planned to take 250,000 pieces of logs and dimension timber the coming winter, being probably the only manufacturers in the Ottawa Valley curtailing shanty operations.

Manufacturing.—Manufacturing was greatly hampered by low water. All the pulp used in Ottawa has to be shipped in.

CONDITION OF PARTICULAR TRADES.

The building trades were brisk, especially plumbers. Iron moulders were very busy, but the woodworking and furnishing trades were quiet. Car builders were busy. The printing trades were steadily employed. Clothiers were rushed with winter orders. The leather

trades were quiet. Transport by water was hindered by the shallowness of the Rideau Canal and dullness in lumber trade. Electric and steam railways were busy. Furriers were busy. There was small demand for clerks and stenographers. Unskilled labour was nearly all employed.

KINGSTON, ONT., AND DISTRICT.

Mr. Wm. Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was no marked change in the condition of the labour market here during November compared with the previous or the corresponding month last year. While a slight epidemic of small-pox somewhat affected general business for a few weeks, retarding outside trade, the general condition of building operations, manufacturing, mercantile business, etc., was about as usual; this was accomplished in a large measure by the prompt action of the City Council, Board of Health, Board of Trade, Board of Education, the authorities of Queen's University, and citizens generally resorting to voluntary vaccination and other means of stamping the epidemic out. Business is rapidly assuming its normal condition, and the prospects for a splendid holiday trade are now very promising. Business from outside points also is rapidly assuming its regular proportions.

During the month a large plaster model of the proposed new summer hotel to be erected here at a cost of \$1,000,000, together with the plans were placed on exhibition.

A by-law for the construction of at least two miles of limestone macadam loads in various parts of the city, to cost \$12,500, will be submitted to a vote of the ratepayers in January, 1909. A new street roller costing \$2,000, will be purchased, to be used in addition to the present roller owned by the city. Already this year one mile and a half of macadam road has been re-built; last year one mile was constructed. Thirty-three miles of

concrete and asphalt walks have been laid in Kingston. In two years more, at the rate of six miles per year, all but the extreme outskirts will have been covered. So far this year one hundred and ten new water services have been added throughout the city, or nearly double the number of any previous year. One half mile of mains were also put down during 1908. The department is now completing the laying of mains for the year, which has been a busy one.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The recent rains have facilitated the work of farmers, and permitted the usual fall ploughing to continue. Making preparations for winter and marketing has also occasioned activity. Crops were reported satisfactory.

Fishing.—This industry was somewhat dull.

Manufacturing, mining, railroad construction, etc., continued active. The extensive additions being made to the Canadian Locomotive works are about completed for the year. This company is turning out the usual weekly quota of locomotives, and is looking forward to increased business, which will necessitate further extensions and improvements; nearly eight hundred workmen are steadily employed.

CONDITION OF PARTICULAR TRADES.

The building trades continued active. The erection of a number of business places, residences, etc., was begun during the month. Those employed in the metal, engineering and shipbuilding trades found employment active. A Kingston firm has received a contract to build a new excursion vessel to ply in this vicinity; it will have a capacity of five hundred and twenty passengers on the bay, and three hundred and twenty on the lake. Woodworkers and printers were active. Journeymen tailors, male and female, tanners and carriers were busy, but bakers, etc., reported a quiet month. Barbers were also quiet, with room makers busy and furriers active. Hotels experienced a quiet period; one

or two were quarantined on account of the small-pox epidemic. All lines of transportation were busy. Conditions were somewhat improved for unskilled labour, but the supply still exceeds the demand.

DISTRICT NOTES.

Deseronto. — The smelting works, owned by the Deseronto Iron Company, are being re-built. The company expects to have the works in full operation by April next.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during November were not as favourable as in the same month last year. This was due to the partial closing down for a few months of the Belleville Portland Cement Co.'s works which threw over 100 men out of employment. The rolling mills were also running with a largely decreased staff, while about 20 local men were laid off by the Grand Trunk Railway Company. However, nearly all other local industries were running full time with plenty of orders ahead. A large number of skilled mechanics, principally plasterers, painters, plumbers, steamfitters and electrical workers were engaged at the Government drill shed, and at the new separate school. Both these buildings will be completed by the end of the year. For part of the month a number of men were engaged in city work, principally the laying of granolithic walks. Good wages were paid. Work on the Trent Valley Canal gave employment to a large number of men, mostly unskilled, many being employed from this city. The close of the canning factory season also threw many out of work. No unusual hardship is looked forward to this winter, though the council is contemplating relief work. Both the wholesale and retail merchants reported a

splendid month's business. The farmers also had a good season, all sorts of produce being plentiful with high prices prevailing. The banks reported an active month, owing to cheese dividends being paid. There was no unrest in the labour market. The only change in rates of wages was at the Lehigh Cement works, where the labourers wages were reduced one cent per hour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers enjoyed splendid weather for ploughing. A scarcity of water in some localities caused inconvenience. Cheese factories had an active month.

Fishing.—Large quantities of whitefish and herring were secured. The government also secured a large amount of whitefish fry for the hatchery at Sandwich.

Manufacturing.—Nearly all branches were active.

Mining.—Conditions were active in North Hastings.

Railroad construction.—Little work was done.

CONDITION OF PARTICULAR TRADES.

Building.—Nearly all branches of the building trades were fairly active, but not so active as in the same month last year, as building operations were not so extensive. Plasterers, painters, plumbers and gas and steamfitters were active, many being engaged on the new drill hall and separate school. Builders' labourers were busy.

Metal, engineering and shipbuilding.—Iron moulders and helpers, machinists, electrical workers, linemen, brass workers and lockmakers had an active month, all factories running full time. Boilermakers and blacksmiths had a fairly active month. Woodworkers, upholsterers, varnishers and polishers, carriage and wagon makers were active. Coopers were also active, turning out vast quantities of apple barrels. The apple crop was very large in this district this year. Printers, both in the newspaper and job departments,

were active, there being no idle men. The same could be said of pressmen. Bookbinders had a fairly active month. Journeymen tailors were very active, some shops working overtime. Bakers, confectioners, butchers and meat cutters had an active month. Cigar makers had a dull month. Harness makers, barbers, clerks, delivery employees, furriers, hotel and restaurant employees had an active month. Theatre employees had a very dull month while laundry workers were busy. Railway employees in the city and district reported a fairly active month with prospects better. Steamboat men were busy the greater part of the month, but nearly all steam vessels were laid up about the 25th of the month. Longshoremen had a busy month. Cab drivers, carters and teamsters were active. Unskilled labour was not very active, the supply being far in excess of the demand.

DISTRICT NOTES.

Deseronto.—The Standard Chemical Company is rushing work on the iron smelter, which was destroyed by fire in the evening of September 1. A large gang of men are busy with the erection of charcoal sheds, casting room, ore bin, etc.

It is the intention of the company to produce a greater quantity of iron than was possible in the smelter before it was burned.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. J. A. Sharp, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions during November have been rather quiet in most branches, with the exception of the building trades, flour and cereal mills, which were active. Skilled and unskilled labour are largely in excess of the demand and with the closing of the lumber mills and active season for farm labour there

probably be a considerable increase of unemployment. The firm of W. Hamilton and Company, after having been closed down for over a year, is reorganizing and is making extensive repairs to the plant for the purpose of starting up again as soon as possible. The master painters and decorators have formed an association for the bettering of conditions and have rented rooms which will be open day and evening for the transaction of business. The retail merchants have also formed a union to promote and protect their businesses. Transportation has been active. The banks reported a fairly good month. The American Cereal Company has been very busy, its factory running to full capacity.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had a good month, and were busy ploughing, especially towards the close of the month, when weather conditions were very favourable.

Lumbering.—Operations were active.

CONDITION OF PARTICULAR TRADES.

Painters, decorators and paperhangers were a little dull, but the other branches of the building trades were active. Iron moulders reported a slight improvement, but the other metal trades were quiet. Woodworkers were not very busy. Printers had a fair month, as also had the clothing trades. Bakers and butchers were busy, but cigarmakers and tobacco workers were dull. The transport trades were very busy. Unskilled labour was quiet.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions during November showed no marked change from those prevailing earlier in the season. Most lines of industry continued quiet, with a surplus of

labour in excess of present demands. Any change for the better was mainly in those departments which cater for the holiday trade. Building continued active, the long continued open weather being favourable to outdoor work and owing to the large number of uncompleted contracts there is likely to be more work than usual for the indoor trades through the winter. A good deal of destitution is reported among the unemployed and the problem of providing for them during the winter is one of increasing difficulty.

During October building permits were issued to the number of 3,352, representing an approximate value of \$1,019,492, as compared with 3,284 permits representing \$776,555 in October, 1907.

The complete assessment returns for the city for 1909 show a total population of 287,201, as compared with 272,600 last year. The total assessment is \$223,207,413, an increase of \$16,822,160. Of this the value of land is \$83,386,481; the value of improvements, \$103,752,548; business assessment, \$25,168,652, and taxable incomes, \$10,899,732. The exemptions amount to \$31,686,846.

Owing to the extent of building during the year, it is estimated that there are 3,000 to 4,000 vacant houses now in the city. Rents have fallen considerably, and there is now no difficulty in obtaining house accommodation at a moderate rate.

The T. Eaton Co., Ltd., will build a two-storey addition to their departmental store at a cost of \$76,000.

The McLaughlin Carriage Co. will erect a warehouse and garage at a cost of \$45,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were occupied with the care of stock and fall plowing, which has been continued later in the season than usual owing to the open weather. Rain was badly needed in the earlier part of the month but recent showers have improved conditions.

Manufacturing.—Manufacturing was quiet, in the heavier lines with no tendency to increase staffs. There was a notice-

able activity in connection with those branches concerned in the holiday trade and the production of seasonable goods. The outlook for any marked revival during the winter is not reassuring.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were actively employed during the month with prospects of work so long as the weather permits. Plumbers, steam and gasfitters were especially busy. A number of steamfitters have seceded from the local union of Plumbers and Steamfitters, and applied for a separate charter in connection with the International Union of Steamfitters.

Metal, engineering and shipbuilding.—Iron moulders, machinists, blacksmiths and boilermakers were quiet. Structural steel makers had fair employment early in the month, but were slacker toward the close. Electrical workers and sheet metal workers were fairly active. Brass workers had plenty of work. Silversmiths and jewelry workers were active.

Woodworking and furnishing.—Furniture workers, cabinet makers and upholsterers were quiet. Coopers had a fair month. Piano workers were quiet.

Clothing.—Customs' tailors were active. Garment workers were slack. Whitewear workers, milliners and hat and cap workers were busy. Boot and shoe workers were quiet.

Printing.—Printers had an active month. Bookbinders were well employed.

Food and tobacco preparation.—Bakers, butchers and brewery workers were well employed. Confectioners were busy. Cigarmakers had more work than in October.

Leather.—Leather workers had a quiet month.

Miscellaneous.—Hotel and restaurant employees, barbers and laundry workers were slack. Clerks and salesmen were quiet, but were improving towards the end of the month.

Transport.—Railroad employees were

fairly well employed, but were not so busy as is usual at this season. Sailors, longshoremen and others dependent on navigation were generally slack.

Unskilled labour.—A large percentage of unskilled labourers were out of work.

DISTRICT NOTES.

Weston.—A by-law to authorize the establishment of a municipal water works system will be voted on at the approaching election.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

While November was a busy month there were also signs of quieter months to follow. As compared with preceding months of the present year, conditions were very satisfactory. Three hundred men, half of them skilled mechanics of different trades and half unskilled labourers, were employed on the enlargement of the Ontario Power Company power house. The extension of the transmitting station and plant of the Canadian Niagara Power Company was completed and the new equipment placed in operation in connection with the new transmission line to Buffalo. The construction force at the cyanide works was reduced from two hundred to one hundred and fifty men, those discharged being mostly skilled mechanics. Three buildings are in course of erection, one being now enclosed. It is expected that part of the plant will be running in March 1909. The foundation of the corrugated paper factory was completed and work discontinued for the winter. Commercial and financial conditions were steady.

Improvements to the city water works system, including additional pumps and mains were nearly completed. Two new school buildings were nearing completion.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work on farms was practically completed.

Manufacturing.—Manufacturing concerns were all running steadily and employing the usual staffs.

Railroad construction.—Railroad construction was limited to repair work and new sidings. Sixty-five men were employed for a time by the Michigan Central in re-laying track.

CONDITION OF PARTICULAR TRADES.

On the whole, the building trades were active, but a dull period is anticipated early in the new year, as some large works will be nearing completion and no new works of large extent are announced. Bricklayers and masons were rather quiet, carpenters busy, painters quiet, plumbers and fitters active, builders' labourers active. The metal and engineering trades found employment steady for all local men. Electrical workers and linemen were busy. Hotel and restaurant employment was dull. Railway employment remained steady. Electric lines were quiet. Passenger traffic by water closed for the season, leaving many steamboat men idle. Freight carriers were busy moving Western grain. Teamsters were active. Unskilled labour was well employed, but the outlook is not promising.

DISTRICT NOTES.

Chippewa.—The smelting plant was running steadily and more men were added to the staff.

Port Colborne.—The cement plant was actively in operation and shipping its product by both lake and rail. The season of lake navigation was closing with great activity in the grain-carrying trade. Despite the general dull season in the lakes the Welland canal has had a very busy year.

Niagara-on-the-Lake.—The building of rifle-ranges and other works at the new militia camping-ground were commenced.

Bridgeburg.—Work on the Niagara boulevard ceased for the season.

Welland.—A United States company purchased a site and prepared plans for a large factory to manufacture agricultural machinery and automobile parts. A by-law to fix assessment on the plant will be voted upon. Seventy men employed in a rolling mill were laid off till January, while the plant is being changed from gas-consuming to a coal-consuming system. The new railway bridge across the Welland river was completed and cars of the Niagara, St. Catharines and Toronto railway (electric) entered the town. Extension of the line to connect with the Toronto, Hamilton and Buffalo railway was being hastened. A number of labourers, cement-workers and bricklayers were employed on the new trunk sewer.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

November saw very little change in the labour market as compared with October. There was a noticeable improvement in factory employment. Departments previously running on short-time started running full time, and in some cases additional hands were employed. Otherwise the general conditions remained much the same and may be termed active. Business conditions have not improved as was expected and prospects point to a lesser volume of Christmas trade than last year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Fall work has been completed, and work is now confined to care of stock, etc.

Manufacturing.—The canning factories have about completed their season's work which was of considerable volume, and gave employment to large bodies of employees.

Canal construction.—The entire length of the Welland canal is now electrically illuminated, requiring over 1,000 lamps. The latest, and one of the most important improvements made since the opening of the canal, is the installation of lock opening and closing mechanisms, which are operated by induction motors. The motors are directly geared to the mechanisms, which operate the gates through a friction clutch, the whole being housed in galvanized iron boxes or covers at each lock, where the attendant merely has to throw in the reverse or forward switch for opening or closing, special switches being provided, the handles of which extend outside of the housing within easy access of attendant. The old method of opening by manual labour required about six minutes for each pair of lock gates, while with the new mechanisms operated by induction motors, the time taken is only 35 to 40 seconds. This means a saving in time to a vessel going through the canal, of about three hours, besides eliminating tedious waits and delays in the locks. The current required for operating the motors is supplied by the Dominion Power and Transmission Company, Ltd., from their Decew Falls power house, situated about two miles from the city of St. Catharines.

CONDITION OF PARTICULAR TRADES.

While there was no rush on, the month has proven one of the best in the building trades for the season. There were fewer idle men, and in some branches such as the carpentering trade, where there was an effort made to complete work begun before the setting in of cold weather, the conditions were busy and much improved over last month. All branches of the metal and engineering trades were active, with conditions somewhat improved on last month's. The woodworking and furnishing trades were active. The printing and allied trades had a good month. Journeymen tailors were active to busy, with boot and shoe workers busy. Bakers and confectioners, butchers, and meat cutters, cigar and tobacco workers were active. Tanners, curriers and leather workers had a good

month's employment. Barbers, clerks, stenographers, delivery employees, hotel and restaurant employees and laundry workers were active. All branches of transportation reported employment fair. Unskilled labour had a quiet month, and prospects are not bright.

DISTRICT NOTES.

Port Dalhousie.—Conditions were much the same as last month. The Maple Leaf Rubber Works were running full time. The month was a good one for the building trades; a number of residences were nearing completion.

Merritton.—The contract has been let and work begun on the new transformer for the Municipal electric lighting plant. Work is progressing on the Libster Mills.

Thorold.—Thorold has secured a new industry, the Colonial Wood and Produce Company, manufacturers of wood pulp. They have started to build. When completed and in operation this plant will give employment to 18 or 20 hands. The improvements to the Headly Shaw Mills is progressing.

HAMILTON, ONT., AND DISTRICT.

Mr. P. Obermeyer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions have not changed materially since last month, but variations have been in the direction of a slight improvement in the skilled trades, and in addition to the number of unemployed unskilled labour. The favourable weather has enabled the civic works department to keep their labourers employed in finishing up sewer work, roadway building and repairs; but these are now nearly completed, and it is stated that no new work will be started, as "relief" measures. The city relief officer reports a many men out of work and in need of assistance as in November last year. The building permits issued during the month exceeded the permits for November, 1907, by over \$40,000.

The Dominion Power and Transmission Company started work on November 23, on its new car barns and repair shops, about 100 labourers being put to work clearing the ground. The permit is for a \$40,000 building, but the total work will cost \$75,000. This is said to be only for the preliminary buildings, and it is expected that the whole work, when completed next year, will cost about double the above figures. Work was discontinued on November 26, owing to a delay in the negotiations with the city over the right to run freight cars from the company's radial lines to and from the car shops, but this difficulty is expected to be shortly overcome and work resumed. The iron and steel production plants are the most active centres at present. They are working up to their full capacity, and it is said have orders ahead for several months.

The demand for dwelling houses appears to have been more than met, as many "To Let" notices are displayed throughout the city. Rents are slightly lower than at this date last year, and the vacant houses are mostly of the high-priced sort.

There have been no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Fruit growers and market gardeners have had an exceptionally good season. There was an abundance of fruit and vegetables of every kind, and the local markets have been the largest in the city's history. Good prices were obtained for produce. The canning factories have been busy.

Fishing.—Not in many years have the fishermen at the Beach reaped such a harvest as they are doing this season. The weather has been very favourable and herrings are being taken by the ton. The size and quality are far above the standard of other years.

Railroad construction.—Owing to the lateness of the season it is improbable that much in the way of re-building the street railway can be carried out this fall.

Manufacturing.—The Canadian Westinghouse Company is operating about a full staff four days a week in the airbrake department; but the general electric department has only about one-third of the men employed for three days a week. Sawyer & Massey Co., agricultural machinery, have been dull, but expect activity on western orders next month. The Otis-Fensom Elevator Works are working two hours less a day than normal, and business is reported quiet. The International Harvester Company's business is gradually improving after a period of slackness.

CONDITION OF PARTICULAR TRADES.

The building trades have had a fairly good month, though no large building operations were in progress; the building was mostly on dwellings of the better class. Stonecutters were not very busy. Iron moulders and helpers were working only four days a week, but nearly full shops were employed at this rate. Metal polishers and stovemounters were fairly well employed. Electrical workers were busy. Blacksmiths, sheet metal workers and horseshoers were dull. Woodworkers and furniture employees had a slack month, and pattern makers reported trade quiet. The printing trades were busy, but bookbinders had not enough to keep them going. Custom tailors had a quiet month, but garment workers' conditions were slightly improved, though they were not rushed with work. Shoemakers reported work fair. Bakers and confectioners were quiet. Cigarmakers were all employed, and tobacco workers' affairs improved. Passenger traffic on steam and electric roads was rather brisk, especially during the early part of the month, but freight traffic did not did show much improvement. Longshoremen were slack. Street railway employees have not been very busy since Thanksgiving day, but a more frequent service is in contemplation on some of the city lines, which will reduce the number of spare men. The street railway company made a change in its Sunday service about a month ago, starting cars at 8 a.m. instead of 10 a.m.

as formerly. The early cars were put on as an experiment, the company stating they would be withdrawn if the traffic did not warrant their retention. The cars are still running on the new schedule. Broom makers have had steady work during the month, and hotel and restaurant hands were well employed.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There were a number of unemployed during the month. Conditions in the factories are slightly improving, but there was a falling off in the building trades. Considerable sewer extension work is being carried on, and work will be continuous if weather is favourable. Local school teachers reported that a number of children were attending school who were in need of proper food and clothing. A strong committee has been formed to look after the destitute. The school nurse, whose duty it is to inspect and examine all children in the schools and assist and advise parents, has submitted her first report. Over 200 cases were reported upon, defective eyesight and teeth heading the list. The deposits in the school savings bank are decreasing.

A re-arrangement of the scale of wages of 1st and 2nd year men of the fire department came into effect on Nov. 1st. First year men will receive \$1.70 per day an increase of 20c. per day; second year men, \$1.80 per day, an increase of 10c. per day; 3rd and 4th year men remain the same, \$1.90 and \$2.00 respectively. Less than five men were affected.

Merchants had a fair month. The moulders' strike continues; the firm state that the places of those on strike have been filled.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy.

Manufacturing.—Conditions are improving slowly. Work is more continuous and several of the factories have taken on a few more men.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, lathers and plasterers were a little quiet, though carpenters in factories were active. Plumbers were active with painters and decorators a little quiet. Iron moulders and coremakers, were still somewhat quiet.

Machinists, engineers, electrical workers and linemen, metal polishers, buffers and platers were active. Stove mounters were quiet. Blacksmiths, boilermakers, sheet metal workers and horseshoers were active. Woodworkers, pattern makers, carriage and wagon makers and coopers were also active. Those employed in the printing and allied trades were busy, as were tailors and tailoresses and bakers and confectioners butchers, cigar makers, tobacco workers leather workers and saddlers were active Barbers, clerks, delivery employees and hotel employees were steadily employed laundry workers were busy. Railroad trackmen were active and freight handlers were fairly busy. Street railway employees were steadily employed; cab drivers, hackmen, carters and teamsters were active. There were a number of unskilled labourers unemployed, though sewerage construction work reduced the number.

DISTRICT NOTES.

Paris.—Labour was fairly well employed. Favourable weather has assisted in the completion of outside work.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions, as compared with October, show an improvement, an in

crease of employment being noticed in some lines of manufacturing. Outdoor employment was helped by the open weather, so that generally, November was a better month than October. The supply of men was however, more than sufficient, the only noticeable demand being for laborers on the new waterworks construction, work on which was rushed. Retail trade was below normal. A more hopeful tone is generally prevalent than has been the case for some time in both business and manufacturing circles. There were no strikes or wage changes.

CONDITION OF PARTICULAR TRADES.

The building trades had an active month pushing the season's work. The fine weather made much outdoor work possible. Bricklayers, masons, carpenters, plumbers, painters all had an active month. The iron trades showed considerable improvement over the preceding months, and iron moulders, machinists and machinists' helpers and tube mill employees all had an active month. The woodworking trades showed improvement over recent conditions, piano and organ workers in some lines now working nine hours a day. Carriage workers had an active month. Upholsterers and woodworkers were quiet. Printers were also quiet, as were journeymen tailors. Cigarmakers and confectioners had an active month. Brussels, tapestry and ingrain weavers had a dull month. Barbers, clerks, delivery employees etc., were quieter than usual in November. Unskilled labour was in demand on the waterworks extension, which gave employment to all available men in this class.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour, skilled and unskilled, was more fully employed during November than in the previous month and the correspond-

ing month of the previous year, though there were a number of idle men.

The Kaufman Rubber Company's factory was completed towards the close of the month, and the milling room is now in operation; the rubbers will be on the market by the first of the month. The brick work and chimney of the Haigens Shirt and Collar Factory was completed and the carpenters are making good progress on the inside work. Good progress is also being made on the addition to the Canadian Block. A few more permits were issued for the building of residences and other structures. The furniture trade was more active than in the previous month, with many of the industries working overtime. The Kimmel Felt Shoe Company has increased its staff and reports business favourable. Wholesale and retail trade was more active than in the previous month. There were no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farming was somewhat quiet, with no demand for help.

Lumbering, was active.

Factories, Were nearly all running with full staffs.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters and joiners, lathers and plasterers were well employed. Painters were active. Plumbers, gas and steamfitters were active, with stonecutters and builders' labourers somewhat quiet. Iron moulders, iron workers and helpers, coremakers, machinists and engineers were quiet. Steam engineers, electrical workers, linemen, bicycle workers, toll sharpeners and horseshoers, were active. Woodworkers, upholsterers, varnishers and polishers and wood carvers were active. Printers, pressmen, electrotypers, and bookbinders were active. Journeymen tailors and garment workers, glove makers and boot and shoe workers, were active. Bakers and confectioners, butchers and meat cutters, cigar makers and tobacco workers were also active.

Tanners and curriers, leather workers, saddlers, trunk and bag makers were well employed. Barbers, broom makers, clerks and stenographers and delivery employees were active. Railroad freight handlers were active. Street railway employees, cab drivers, hackmen, carters and draymen and expressmen were also active. Unskilled labour was fairly well employed.

DISTRICT NOTES.

Waterloo.—Labour, skilled and unskilled, was well employed, but with the supply ample to meet the demand. Some of the industries were working overtime.

Galt and Preston.—All classes of labour were well employed with industries working full time.

WOODSTOCK, ONT., AND DISTRICT.

Mr. W. N. McElheran, correspondent, reported as follows.—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was hardly as well employed during November as during the preceding month. The fine weather made outdoor work possible but there was very little in progress. Finishing touches were put to the new Shirk feed stables, the building being one of the largest of its kind, and the cost exceeding \$20,000.

Manufacturers were not taking on any more hands, and in some branches a complete lay-off was announced. Shipping of manufactured goods did not show any increase. It was decided to submit local option by-laws in Woodstock, Ingersoll and Tillsonburg at the municipal elections in January. In each of these places petitions requesting the by-laws to be submitted have been presented.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Farming operations were confined mostly to the repair of buildings and fences. On many farms throughout the county new silos were being built. This work is done chiefly by

the farmers. If the silo is a concrete cement one, the work is done with the assistance of a practical cement worker. Some log teaming was done during the month. Work on road construction was practically at a standstill generally speaking. Cheese factories stopped making cheese at the first of the month, many of them going on making butter. The milk was greatly reduced.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons had a very quiet month, as had carpenters and joiners. There was practically no contract work going on. Lathers and plasterers were quiet. Plumbers were normal with gas and steamfitters busy. Moulders were steady, and machinists, though few numbers, were busy. Electrical workers and linemen were busy. Stovemounters were quiet; sheet metal workers and tinsmiths were busy, the latter particularly so towards the close of the month.

Woodworkers had a quiet month, and upholsterers were not busy. A shut down at the Bain Wagon Co. threw a lot of men out of employment. The wagon industry has not yet regained its former activity. Piano and church organ workers were busy, though the former were still on short time. Coopers were quiet. The Woodstock Lumber and Manufacturing Co. had several cars on order for the west, consisting of school desks and dressed maple flooring. Printers and pressmen were getting busier towards the close of the month. Journeymen tailors reported business quiet. Bakers and millers had a busy month. Cigarmakers were quiet. Tanners and curriers were busy. The month as a whole was hardly as good for the mechanic and tradesman as the preceding one. Unskilled labour was very plentiful.

STRATFORD, ONT., AND DISTRICT

Mr. Joseph T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market has shown an improvement over

the previous month; both skilled and unskilled workmen were busy. The building trades were active; permits to the value of \$5,750 were issued the first week of the month. A number of men are engaged on the new Lutheran church, which is nearly finished. The Grand Trunk Railway shops extension is nearly completed and they are increasing their staff of workers. Most of the factories were active. A number of men were engaged laying cement walks. Wholesale and retail merchants reported business very good. The customs returns for the port of Stratford for the month totalled \$14,960.30 a figure which compares favourably with the corresponding month of last year.

No change in the rate of wages or hours of labour and no trouble in the labour market was reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Farmers were busy plowing. The following quotations for produce were reported:

Eggs, 25c. a dozen.
Butter, 22c. to 25c. a pound.
Potatoes, 60c. to 75c. a bag.
Apples, 75c. to \$1.50 a bag.
Chickens, 40c. to 80c. per pair.
Ducks, 35c. to 50c. each.
Geese, 65c. to \$1.00 each.
Turkeys, 12c. to 15c. per lb.
Live hogs, \$6.00 to \$6.10 per cwt.
Hay, \$8 to \$9 per ton.
Wheat, 90c. per bushel.
Oats, 37c. per bushel.
Barley, 45c. per bushel.

Manufacturing. — Manufacturers were fairly busy.

Railroad instruction. — The regular number of men were employed keeping the tracks in repair.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers and plasterers were fairly busy. Painters, plumbers and gas-fitters were active. Builders' labourers had a fairly good month. Iron moulders, workers and helpers had an active month. Machinists, blacksmiths and boilermakers were fairly busy. Horseshoers were very busy. Woodworkers and coopers reported a fair amount of work. Printers

were fully employed. Bookbinders reported business very good. Journeymen tailors reported trade improving, orders for winter suits coming in. Bakers, confectioners and butchers were active. Cigar makers were busy. Harness makers reported business very good. Barbers, clerks, hotel, restaurant and laundry workers were active. Train crews have had a fairly busy month. Cab drivers, draymen and teamsters had an active month. A number in the unskilled class were unemployed.

DISTRICT NOTES.

St. Marys. — A company will sink deep wells where oil and gas are believed to exist. It is intended to start a drill ten inches in diameter and to go down 3,500 feet. The Hutton block was remodelled, which gave work to a number of men.

LONDON, ONT., AND DISTRICT.

Mr. A. Wootton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Very little change in industrial conditions has occurred since October. Some lines of business reported improvement, while in others less favourable conditions were stated to exist. Among the lines showing improvement were the White Threshing Machine and Engine Works, whose new wood-working factory in the east end was completed and in operation. The Sherlock-Manning Organ works and the London Office Specialty plant were working overtime, as were also a few of the job printing establishments. The Grand Trunk Railway car shops have taken on about 20 men and the rolling mills were working four days a week instead of three. The mild weather decreased the consumption of coal, and wood and coal yarnmen laid off hands. The new by-law requiring the obtaining of building permits before building has come into force. Already 29 permits have been issued during November, being the largest number this year. The

aggregate value represented by the permits was \$37,380. Employees, both female and male, have been laid off in a number of factories and foundries, amongst them being McClary's, McCormick's biscuit and candy works and Somerville's box factory.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Fall ploughing in this district has been delayed through lack of rain, but the farmers were busy marketing their produce which they did in large quantities.

CONDITION OF PARTICULAR TRADES.

Owing to the mild weather, the building trades had a better month than they anticipated. Iron moulders and iron workers reported a slight improvement. The other branches of the metal trades were fairly busy. Coopers had a good month and other woodworkers were well employed. The printing trades were active, overtime being necessary in a number of cases. Journeymen tailors were busier than for some time. Garment workers were busy and boot and shoe workers had a fair month. The candy and biscuit factories were not so active as usual at this season. Cigar-makers had a good month. Tanners were busy but other leather workers were quiet. The miscellaneous trades were dull. Railway employees reported a good month with a lot of through freight moving. Teamsters were quiet. Unskilled labour was dull.

DISTRICT NOTES.

Glencoe.—On November 16, the rate-payers of the town voted on a by-law for a municipally owned power plant; it carried by a vote of 125 to 67. The council intends to hurry the work of installing the new plant.

ST. THOMAS, ONT., AND DISTRICT.

Mr. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All classes of labour were well employed during November, owing to the

mild weather. Work in the building trades has continued active, the month comparing favourably with the preceding month. Unskilled labour found opportunities for employment more favourable than during October. The work on the Ross street subway being carried on with a full force of men and teams. The work will be continued so long as weather conditions remain favourable. While the supply of labour in the building trades has been slightly greater than the demand, there were few idle men in the city. In the railway shops the work of putting the power in good condition for the winter is being carried on with a full staff. The manufacturers report the month a good average. The men employed in the traffic department of the railroads have had an exceptionally good month. A great increase in the amount of freight handled is shown by the Pere Marquette Railway which is handling from five to six thousand more cars per month than during the corresponding months of last year. As a result, the traffic and clerical staffs have had to be increased. The assessment returns in three wards show a considerable increase in population. With the completion of the Ross street subway, there will undoubtedly be alterations in the present street railway lines which will give the people better service. A new by-law governing peddlers was passed recently, making the maximum for peddlers licenses, \$25.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The continued drought has interfered with farm work, the scarcity of water being keenly felt in certain districts. The following prices prevailing: Turkeys, fifteen cents per pound; geese, (scarce) twelve cents per pound; ducks, twelve cents per pound, or sixty cents each; chickens, twelve to fifteen cents per pound.

Manufacturing.—Local industries report the month a good average. Work in the railway shops is being actively carried on.

CONDITION OF PARTICULAR TRADES.

Building.—A good month's work was reported, the number of days lost owing to unfavourable weather, being few. The month compared favourably with September.

Metal.—Iron moulders, boilermakers and blacksmiths reported the month an active one.

Transport.—There has been plenty of work on the railroads.

DISTRICT NOTES.

Port Stanley.—The fishermen report the month one of the best in years. The hauls made were heavy.

Aylmer.—All classes of labour were well employed.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During November the labour market was not as active as the previous month, although few men were out of work. The fine weather enabled all branches of the building trades to continue. A number of the factories started shortening the hours of labour at the beginning of the month and at present the prospects for winter work are about the same as 1907. Labourers have been particularly busy owing to the large amount of work in connection with placing the telephone wires underground and other improvements by the Chatham Steam Heating Co. A large number of labourers are returning from the country and there will soon be an overflow. There were no building permits issued during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The fine weather during the entire month has enabled farmers to complete their fall work, with the exception of fall ploughing. Owing to the

continued dry weather many in clay lands have been unable to do ploughing. The apple crop was good in the county but buyers were not paying the prices of former years. Good prices prevailed for all class of farm product.

CONDITION OF PARTICULAR TRADES

Bricklayers, masons and plasterers report the outlook not bright for the winter, a number being out of work. Carpenters were busy. Painters and plumbers were also busy, but builders' labourers were idle a large portion of their time. Moulders and machinists were slack. Electricians and linemen report not much in view at present. Wood workers in several of the carriage factories were busy throughout the month. Printers and pressmen were busy and bookbinders fair. Journeymen tailors were active. Bakers and confectioners reported trade good. Barbers were only fairly active. There was no demand for the unskilled labour.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Michell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during the past month was active, especially in the building trades, as several additional permits were issued for the construction of a number of blocks, which will keep the trade busy into the new year. The planing mills were working overtime to enable them to keep up with the demand.

According to the report of the assessment commissioner the city has increased in population about 402. Land values for the year show a gain of \$121,175 over 1907; the value of building also shows a gain of approximately \$297,775. The total value of real estate amounts to \$8,086,325, an increase of \$418,950 compared with last year. There was an increase of \$46,975 in business assessment, and \$4,200 in taxable income; the

population of the city is estimated at 15,819 persons.

Wholesale and retail trade was active. There have been no strikes or changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to the dryness of the weather, farmers have been unable to do any fall ploughing, but were busy husking corn, of which they had a good crop and for which they are obtaining good prices.

Manufacturing.—Industrial establishments were all busy.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were actively employed. Plumbers, printers, pressmen, and garment workers were busy. All connected with the metal trades, journeymen tailors, food and tobacco workers, and unskilled labour were well employed, while those employed in transportation in many cases were working overtime.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was quiet during November. Business in most lines showed inactivity. In the clothing and shoe trades, a slight improvement took place. Stormy weather at the end of the month did not greatly improve matters. The outlook for the holiday trade was not very bright. The steel plant, blast furnaces and pulp mill have operated steadily all month.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—The fishing season came to an end and most of the boats were laid up.

Lumbering.—Normal conditions were reported.

Mining.—Very little mining was being done. A number of prospects have been worked, but operations have ceased owing to the want of a convenient smelter.

CONDITION OF PARTICULAR TRADES.

Normal conditions prevailed in the building trades. The metal and wood-working trades were quiet. With the exception of the clothing trades, the other skilled branches were quiet. The supply of unskilled labour exceeded the demand.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The supply of labour was much greater than the demand. Already, though the weather has been open until the last day of November, there is in Winnipeg a large number of unemployed. Amongst them are workmen of all classes, but particularly those who claim to be physically incapable of doing work as heavy as wood chopping or spade or pick work. Indications point to a serious state of affairs. Charitable organizations having for their object the relief of those in temporary distress report their resources already over-taxed. This being the case so early in the winter leads many who have taken an interest in the assisting of the unemployed in previous years to look forward to a critical time.

Whilst the acute distress is found most largely amongst those who have no trade, or are untrained to any particular kind of work, there is a limited proportion of skilled workmen who are in needy circumstances. In certain of the building trades there are many unemployed resulting from the smaller volume of building. The reason for this state of affairs is that the city has been overbuilt. Many of the large office buildings erected during the years 1906 and 1907 and completed in 1908 have not

yet been fully occupied and some fine stores are still unoccupied. With so much excellent store and office accommodation available it is not probable that building operations will increase for some time. In the winters of 1905 and 1906, and in 1907 and 1908 there was an acute demand for all classes of building and finishing work had to be done during the winter. Very little of this class of work is being done at the present time, hence the unemployment of large numbers of skilled workmen belonging to the building trades.

The factories of the city are running about as usual and no new ones are in prospect at the present time. It is the intention of the City Council to proceed with the construction of the municipal power plant and banking arrangements have been completed for the expenditure during 1908 of approximately \$1,000,000 upon this undertaking. The engineers employed by the city have recently been in consultation with the Board of Control and jointly they decided to call for tenders for part of the work. A tramway from the terminus of the C.P.R., at Lac du Bonnet to Point du Bois has been completed and this will be utilized to convey material for the construction of the power house foundations and for the necessary dam, for which tenders are now being called.

Wholesale and retail trade in Winnipeg has been very satisfactory from the standpoint of quantity and quality. Collections have been more satisfactory than usual. In the case of loan companies and those insurance companies that do a large volume of investing the collections are reported to be excellent with the exception of amounts due from borrowers in districts where the loss from frosted crops was most severe.

Bank clearings continue to show a very striking increase. For the last week of November the clearings showed an increase of 42 per cent. over the amount recorded for the corresponding week of 1907.

No changes in rates of wages have been recorded. For ordinary navy work the rates quoted are slightly lower than during the summer.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—More grain is reported as having been received at the terminal elevators in Fort William and Port Arthur than the quantity received at the corresponding period of last year. The prices obtained by the farmers are also well above those of last year.

Lumbering.—Lumbering has not yet commenced and the various operators have not yet taken final steps to take out their usual quota of men for winter work.

CONDITION OF PARTICULAR TRADES.

Building.—All the trades are very quiet and with the advent of winter weather outside operations have, to a large extent, ceased. One or two large buildings are being completed. These include one or two store and office buildings and a theatre.

Metal, engineering and shipbuilding. Slackness prevails and in every case the staff employed are being decreased.

Woodworking.—As in the case of the metal trades the woodworking plants are slack and there is not much hope of an immediate improvement.

Printing and allied.—Some improvement in the printing and allied trades was reported towards the latter part of November. There is still room for a decided improvement as there is considerable idle plant.

Clothing.—Tailors are moderately busy and the garment working factories are normally active.

Food and tobacco preparation.—No change is reported in the baking and confectionery factories except that the latter are busy completing orders for Christmas trade.

Leather.—Leather working factories are working with normal staffs, and orders are not very pressing.

Transport.—Generally speaking the employees in the transportation business are extremely busy. The grain movement is very heavy and the usual exodus of farm labourers has been easy. Ordinary passenger traffic has also been above normal.

BRANDON, MAN., AND DISTRICT.

Mr. E. Fulcher, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during November was quiet, the supply of both skilled and unskilled labour exceeding the demand. The basement for the new court house is finished, and the work closed down till the spring. The foundation for the new gasworks is completed and work closed till next season. The main part of the new bridge across the Assiniboine river at First street is ready for the steel and the approach to serve the north side of the C.P.R. tracks is now being built. The city is building a subfire hall in the south end estimated to cost, \$4,500. The building permits issued for 1908 up to the present reach a total of over \$250,000. The cigarmakers reported some overtime being worked. Wholesale and retail trade was fair. A union of letter carriers was formed the first week in November.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, stonecutters and builders' labourers were very dull, but carpenters were busy, and other building trades active. Machinists were active, and electrical workers and blacksmiths active. The printing and clothing trades had fair employment. Bakers were active. Railway employees were very busy, but teamsters were slack, and unskilled labour very dull.

REGINA, SASK., AND DISTRICT.

Mr. Hugh Peat, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during the month was active. Carpenters, bricklayers, and others engaged in the several branches of the building trade were well employed, as the con-

tractors were eager to finish up the work in hand as far as possible before the end of the season. Plumbers were very quiet all through the month; a less number were engaged in active work than at any time during the year.

The site for the new Parliament Buildings is still the busiest place in the city. A large number of men have been employed night and day for some time past, and work is being rushed forward preparatory to the close down for the winter. The Raymond Pile Co. has finished its contract, and over 3,000 piles have been driven since August last. The piles have been driven to an average depth of sixteen feet, and were tested to carry a load of 25 tons per pile. It is expected that in a few days all work on the Parliament Building grounds will cease, and with the exception of a few men who will be retained during the winter months to pile bricks and lumber no workmen will find employment there until next spring when building operations will be commenced as soon as the weather is favourable.

A deputation from the Lord's Day Alliance waited upon the local government with reference to the new Parliament Buildings on which work was being done on Sundays, and asked that work be discontinued in future on those days. The Premier assured the deputation that in future no work would be done on Sunday.

Arrangements have been completed with Mr. F. A. Bean, Minnesota, for the erection of a large milling plant in the city of Regina. The new establishment will occupy a site north of the railway track, the purchase price for the ground being \$7,500, on terms of \$1,000 in cash, and the balance in three equal annual instalments, bearing interest at 7 per cent. The initial investment in connection with the plant will be about \$100,000. The enterprise is required to employ about 40 hands at the commencement, in the contract with the city. The work of construction will be begun early next spring.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Farmers are busy

shipping their grain. A car shortage is reported from many points.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers, carpenters and joiners were very active; stone-cutters were quiet; lathers were dull; painters and decorators were fairly active; plumbers, gas and steamfitters were very dull; labourers were active.

Metal.—Electrical workers were quiet, and sheet-metal workers were very active.

Printing.—Printers were quiet, although there was a slight improvement over the preceding month. Bookbinders were active.

Food and tobacco preparation.—Tobacco workers and cigar makers were busy. A new factory was opened during the month under the name of McLeod and Brunner. Six hands are being employed and a large volume of business is being transacted.

Miscellaneous.—Barbers and laundry workers were fairly active.

DISTRICT NOTES.

Good progress is being made on the various telephone systems, now in course of construction in the province. The line between Saskatoon and the Capital, 200 miles, has advanced as far as Findlater, three stations out from Lumsden, on the Canadian Northern railway, and the linemen on the Regina-Antler system are expected to be in Arcola this week. Two rural companies are constructing telephone systems, tapping the country contiguous to the town of Drinkwater. At Creelman a company has begun operations looking to the installation of a telephone system. The poles for this system are now on the road and workmen are engaged in preparing for their location. Another company has started telephone construction out of Lumsden.

MOOSE JAW, SASK., AND DISTRICT.

Mr. T. Backus, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market was favourable for the season of the

year. The weather admitted of outdoor labour, and considerable building was carried on. The supply of labour in all branches, however, was quite equal to the demand. The new Pragus flour and oatmeal mill is furnishing openings for employment to many local men, as well as introducing skilled workmen for different departments of the plant. Wholesale and retail trade has shown a gratifying improvement and a spirit of confidence is felt generally in business circles. Money is beginning to move a little easier, but there is still room for improvement in this particular. The local merchants, hotel keepers, restaurants, etc., have reaped benefit from the unprecedented rush of land seekers who have invaded the city during the month to avail themselves of the pre-emption privileges. The hotels of the city have been unable to accommodate the visitors and so urgent has the matter of hotel accommodation become that it has been taken up by the board of trade.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Moose Jaw has been a somewhat favoured district this season with respect to the wheat removal, for while here and there complaints have been received the general report is that the car supply has been excellent. Compared with other districts in the province the farmers of this district seem to have little room for complaint. The action of the Dominion Government in throwing open pre-emptions has given a fresh impetus to homesteading in this district and the figures show a remarkable increase. The local land office has been besieged by land seekers since the pre-emption quarters were thrown open, and there is practically no sign of abatement. The figures for October which were issued from the head office this month show that 2,831 quarter sections were taken, which is considered a remarkable total for the season of the year. It is interesting in this connection to note that for the ten months beginning January and ending October 31 there have been entered the large total of 11,379 quarter sections at the local office.

Railroad construction.—Steel on the new Moose Jaw-Edmonton branch of the C.P.R. has now reached the town of Outlook, a point about 130 miles from the city of Moose Jaw. The rails reached this town Tuesday, November-10th and already the traffic on the line is very heavy. A regular tri-weekly train service has been inaugurated. On the 26th of August the present site of Outlook was a wheat field. To-day there are over fifty buildings on the site. These include three banks, three lumber yards a forty-eight roomed hotel, 2 drug stores, 3 liverys, 2 harness stores, 2 hardware stores, 4 general stores, several restaurants, barber shops and a laundry. Three elevators are in course of erection and the C.P.R. will have a gang of men working all winter building a round-house. The railway bridge over the Saskatchewan river at this point will be 2,000 feet long and 140 feet above the water level. The population of Outlook is almost two hundred; steps have been taken for incorporation as a village. A Board of Trade has already been formed.

CONDITION OF PARTICULAR TRADES.

Building.—Fairly active conditions prevailed for this time of year, the open weather being favourable. The supply of labour in all branches, however, has been somewhat in excess of the demand. Carpenters have been more in demand than tradesmen in other departments. Machinists and engineers were fairly active. Electrical workers and linemen were rather dull, with blacksmiths and horseshoers busy. The printing and allied trades were fairly active, but the supply of labour was equal to the demand. Journeymen tailors were fairly active. Bakers and confectioners, butchers and cigarmakers were all busy. Barbers, clerks, stenographers, delivery employees, furriers, hotel, restaurant and theatre employees were busy, but there was no demand for additional labour.

CALGARY, ALTA., AND DISTRICT.

Mr. R. A. Brocklebank, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour during November was better

employed than during the corresponding month of last year, and better employed than during any month of the present year. The gravity water system on which a large force of men is employed is expected to reach the city early in the new year. The company which has the contract for paving Eighth avenue expects to complete the contract by the 15th December. This company has also laid about two miles of steel rails for the municipal street cars system. Another company is engaged putting down asphalt pavement on 14th avenue. There has been plenty of men to carry on the work. The city also has had about 700 men on its pay roll. The city has constructed some 17 miles of water mains, 9 miles of sewer mains, about 9 miles of cement walks, and some 640 private sewer and water connections. From present indications a like amount of work will have to be done next year.

The railways have been busy during November handling the grain crop. The railway authorities have informed the Calgary board of trade that the southern country's car service has been greatly improved during the present month. Since the first of October some 1,300 cars of grain have been shipped, representing about 1,300,000 bushels of grain. Passenger traffic on the railroads has been heavy.

Bank clearings have increased during the month, the clearings for the week ending November 19th being \$2,076,000, the largest since the opening of the clearing house in Calgary and an increase of 34.1 per cent. over the corresponding week of last year.

Wholesalers and retailers report a very satisfactory trade. There were no changes in rate of wages or hours of labour.

LETHBRIDGE, ALTA., AND DISTRICT.

Mr. Thos. S. Harold, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market showed a decided improvement

over the same period of last year. Both skilled and unskilled labourers were in demand, the building trades being specially brisk. The plumbers reported this the best year experienced in this city, with orders in hand. Several building permits have been taken out during the month. The farmers are now marketing their grain, and wholesale and retail trade is consequently better. The entire lumber yards of the Enterprise Lumber Co. have been sold to American capitalists. A gift of \$30,000 to the Galt hospital, conditional upon the city council granting the same amount, was offered by Mr. Galt. The by-law for this sum will be voted on on December 2. Tenders for \$80,000 worth of 6 per cent. city debentures have been received; a bid of 117.77 from the Dominion Securities Corporation Ltd., was accepted. The salary of the city secretary-treasurer has been raised from \$1,800 to \$2,500. The chief of police will now receive \$125 per month, while the constables will have \$75 a month first year and \$80 a month the second, and sergeants \$90 a month. The salary of the engineer has been raised to \$2,500, and that of the city solicitor to \$1,200. A police magistrate has been appointed at a salary of \$500. The bridge and steel structural workers now report that their fair wage schedule is \$4 per day of 10 hours.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—While a complete estimate of this year's crop for the province is not yet available, the Department of Agriculture has compiled the following partial estimate based on reports of the crop correspondents through the province after threshing operations had been under way, and on as much information as could be secured from the threshers themselves. The estimate will serve to show in some degree what quantity of grain has been harvested this year, and what the railways will be called upon to move in the course of the next few months.

	Acreage.	Yield.	Average yield per acre.
Spring wheat....	154,487	2,844,598	18.41
Winter wheat....	104,330	2,397,588	22.98
Oats.....	400,702	12,058,597	30.09
Barley.....	73,986	1,442,065	19.73
Flax.....	8,046	62,983	7.82

The report of the homestead entries and pre-emptors for September and October place Lethbridge in the second place with 2,051 and 899 respectively.

Manufacturing.—The beet sugar factory at Raymond is now working night and day creating the product for consumption.

CONDITION OF PARTICULAR TRADES.

All the building trades, with the exception of stone-cutters, were busy. Iron moulders, iron workers and helpers, machinists and engineers, electrical workers, linemen, blacksmiths, horseshoers were active. Printers, pressmen and bookbinders were also active. The clothing trades were reported quiet, but cigar makers were active. The miscellaneous and transport branches were active.

DISTRICT NOTES.

Chief Engineer Grace and his party are at present working on the Southern Alberta Irrigation Co.'s proposition about 50 miles north of the city in the Snake Valley, between the Big and the Little Bow rivers. At this point a reservoir will be constructed.

Provincial Car Inspector Hotchkins has been investigating the car trouble, and reports that there are over one million bushels of grain at Claresholm, half a million at Staveley, and three quarters of a million at Granum awaiting cars.

Taber.—The lumber companies are exceptionally busy rushing out orders for building material and fence posts.

Monarch.—The Canadian Bank of Commerce has opened up a branch here.

NELSON, B. C., AND DISTRICT.

Mr. A. B. Dockstader, correspondent,
reported as follows:—

GENERAL CONDITION OF THE LABOUR
MARKET.

The general condition of the labour market during November throughout the Kootenay district was quiet, the supply of both skilled and unskilled labour exceeding the demand. The Silver King mine employed 25 men, and intended increasing that force as development permitted. The Queen Victoria mine has been bonded to New York capitalists, and now employs about 65 men erecting suitable buildings and in development work. The silver-lead mines in the Slocan district increased their output; the Whitewater, employing about 70 men, the Eureka-Richmond, about 30 men. The Last Chance recently started operations with 16 men, while the Reco employs about 60 men, and has about 30 cars of high grade ore sacked at the mine awaiting sufficient snow for raw-hiding. The Hampton high grade dry ore property near Slocan City has recently been bonded for \$30,000, and work has been started. The St. Eugene mine at Moyie was employing nearly 400 hands, and the Aururo, situated across the lake from the town of Moyie, was developing so favourably that a compressor plant was being installed, it being stated that five machine drills will be in use there in the near future. The Eagles have now under construction at Nelson a large and up-to-date brick building, the lower story of which is to be used as a storehouse and the upper story as lodge rooms.

Fernie is recovering from the effects of the disastrous conflagration of August last. Rapid progress has been made in the building line, nearly sufficient houses having been erected to shelter the population during the coming winter weather. The unusually open and fine fall weather has considerably contributed to that end. The lumber industry is still quiet, the largest bush crew going into the woods, about 100 men, being sent in by the Patrick Lumber Company, operating near Slocan City.

NEW WESTMINSTER, B. C., AND
DISTRICT.

Mr. D. J. Stewart, correspondent,
reported as follows:—

GENERAL CONDITION OF THE LABOUR
MARKET.

The labour market in this district has been dull, with a considerable number of labouring men out of employment. This condition is likely to continue during the winter. A number of those out of work are unmarried men, who drifted here during the summer months; many of them will move on to other places where work may be obtained. The Provincial Government will shortly begin the construction of a large addition to the present government offices in this city, this being necessitated by the increase of business particularly in the registry branch. The new gas company have secured a site for their works and will commence at once on the excavation for the large lift holders, two of which will be 150 feet high and 65 feet in diameter, and will contain 150,000 feet of gas. The Pitt Lake Brick and Cement Co. has been organized for the purpose of manufacturing Silica brick and Portland cement; the company proposes to secure the mineral rights on timber berth No. 400, which is held under license from the Dominion government, and is situated on Pitt Lake, about 28 miles from this city. On this land there is abundance of the necessary materials for the manufacture of the articles mentioned. Work is being pushed on the construction of the electric road between this city and Chilliwack, and will shortly begin on the reclamation of about 30,000 acres of land situated in and around Sumas Lake, on the route. The cost of reclaiming will be in the neighbourhood of \$200,000.

Every employee of the B. C. E. Railway Co. who has been in the service of the company since the 1st of July, 1907, received, a few days ago, a cheque for the sum of \$66.78, which is given by the company as a bonus, and is based on the division among the men of a fund equal to one-third of the balance available for

dividends after 4% has been paid on the common stock of the company. As an evidence of the increase of business since the year 1902, when the profit-sharing system was first installed, it may be stated that in the year 1903 each man received \$25.00; in 1904, \$35.00; in 1905, \$40.00; in 1906, \$45.00; and in 1907, \$63.00.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agriculture was quiet, although the weekly market was well patronized, and the volume of business transacted is increasing rapidly. Local butchers have secured one carload of dressed beef (and more is expected to follow) from a packing plant in Edmonton, Alberta. This trade is likely to affect the business of local stock raisers, as the meat can be delivered here at a less cost, besides having been inspected by officials in the employ of the Dominion Government before being shipped.

Lumbering.—Trade was not brisk, although all the mills which have been operating during the season continued to do so. The large Fraser mills have not yet commenced to saw lumber to any extent, but it is expected that operations will shortly begin on a large scale, as the company have chartered several ships to carry cargoes to South American ports.

Fishing.—Fishing on the Fraser river is practically over for the present season. The result of the year's work has been much better than was anticipated.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers, plasterers, painters, plumbers, builders' labourers, iron moulders, iron workers and helpers, machinists, steam engineers, blacksmiths and boilermakers were quiet. Car builders (electric) were active with shingle weavers quiet. Printers, pressmen and bookbinders also were quiet, but journeymen tailors and boot and shoe workers were active. Bakers, butchers and meat cutters were active, with cigar makers quiet. Tanners were active. Barbers, clerks and stenographers and laundry workers were quiet.

Steamboatmen and street railway men were active, with unskilled labour dull.

VANCOUVER, B.C., AND DISTRICT

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was no material change in the general condition of the labour market compared with last month, it being estimated that 5,500 men were unemployed, including new arrivals, who may be classed as transients, numbering between 1,500 and 2,000. The amount of building under way exceeded that of the corresponding periods of the last two years. The outlook for the trades is discouraging, but there are indications pointing to a busy spring and summer.

The factory and planing departments of the Royal City Mills were destroyed by fire on the 24th of the month, the loss being about \$100,000, with small insurance.

While general trade in most lines was reported quiet there were signs of a permanent improvement. The hardware trade is reported to be much better than for a long time; this it is said, is due to the re-opening of a number of coast logging camps. A merchant line of freighters will leave New York for Vancouver in December and January with 5,000 tons of tinplate, steel rails and structural steel, and are expected to arrive here towards the latter end of March. There are 15 vessels available for grain cargoes idle at different ports along the coast.

There were 115 building permits issued in October, valued at \$412,310, compared with \$325,750 in the same month 1907. Land registration fees amounted to \$8,004.60; for October, 1907, they amounted to \$7,945.50. The bonded indebtedness of the city is at present estimated at \$8,836,147.12. The debentures issued for the year 1908 amounted to \$1,500,000, while the expenditure on capital and revenue will total \$3,000,000. The population of the city is now estimated at 82,971, an increase since 1898 of 54,971.

Bank clearings for October were \$17,562,569; October, 1907, \$18,856,037; and October, 1906, \$13,961,540. Customs receipts, including duties, and Chinese head tax, were \$229,790.15, October, 1907, \$317,821.05.

The United Wireless Telegraph Company conversed with Honolulu for about 30 minutes, showing the system to be in high perfection.

The Trades and Labour Council decided to nominate a ticket for the approaching municipal election. A petition is being circulated asking the City Council to take a referendum vote for an eight-hour day for all engaged on civic work. The Trades and Labour Council is taking steps to induce the city to open a relief bureau. The Musicians' union had trouble with several of the managers of the opera houses. The managers wanted the union to agree to reduce the minimum number composing an orchestra from 7 to 5 players, ultimately the difficulty was compromised by the union to a minimum of 6 instead of 7 players; about 40 men were interested.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Lumber chartering is quiet, with a tendency towards lower rates for off-shore business. The idle tonnage on the coast has been a depressing influence.

CONDITION OF PARTICULAR TRADES.

The condition of the building trade was unchanged from last month, and it is expected that those employed at outdoor work will not average more than half time until spring. Iron moulders, iron workers and helpers, machinists and engineers were very quiet. Steam engineers, electrical workers and linemen, blacksmiths and horseshoers reported that while more men were at work this month than during the same month last year, yet there was a large number out of employment, owing mainly to the large influx of immigrants during the summer. In the wood-working trades conditions were reported very quiet, with prospects very uncer-

tain; thirty-five printers were out of work. Journeymen tailors and garment workers stated that trade was worse than for several years, and that the Japanese and Chinese control practically the whole trade. Tobacco workers were more or less inactive; a new firm commenced business during the month. Leather workers on horse goods reported trade somewhat dull, and \$2.50 a day of ten hours the current rate. Barbers and broom-makers reported trade improving. Many clerks and stenographers were unemployed, with poor prospects of improvement; a large number, both male and female, who arrived here from the east have in many instances accepted other positions. Delivery employees were fairly well employed, while theatre, hotel and restaurant employees were more or less inactive. Transportation improved over last month, and all hands were well employed. Switchmen, trackmen, freight-handlers, street railway employees, cabmen, carters, draymen and teamsters reported a surplus of hands, especially among teamsters and carters.

DISTRICT NOTES.

Prince Rupert.—There is practically no activity at Prince Rupert. Large bodies of men are waiting for something to turn up, which is not likely to happen until next spring.

VICTORIA, B. C., AND DISTRICT.

Mr. W. E. Ditchburn, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during the latter part of October and up to the middle of November was in a healthy condition, the number of unemployed not being as great as during the previous few months of the year. This was accountable for by the fact that a great deal of civic work was going on, and the building trades were pretty constantly employed on new residences, of which it is

estimated by the press that an average of one per day has been erected during the year. It is not expected that the conditions for the balance of the year will be as favourable, especially in the unskilled class, as it is said that owing to a shortage of funds, the municipal authorities will have to close down on much of the street work that was in course of completion, only carrying on the work that is absolutely necessary until the beginning of next year, when the new appropriations are adjusted. It is also noticeable that a number who have been working in camps and on the northern rivers are returning to the city for the winter.

During the month, all employees of the B. C. Electric Company who have been employed for one year prior to June 30 received the company's annual bonus, amounting this year to \$66.78 per man. Last year the amount of bonus per man was \$53.00, showing a considerable increase of business this year over last. About 700 employees of the company participate in these bonuses in Victoria, Vancouver and New Westminster.

The building permits taken out in the city from January 1 up to November 1 make up a total of nearly a million dollars, averaging almost \$100,000 per month for the ten months of the present year. The monthly returns since January 1, are as follows: January, \$54,725; February, \$63,315; March, \$110,800; April, \$128,600; May, \$79,195; June, \$74,010; July, \$106,080; August, \$129,770; September, \$53,630; October, \$99,775.

The volume of traffic on the local lines of the B. C. Electric Railway Co. for the ten months of the year show a marked increase over last year, as will be seen by the following figures:—

Month.	1908.	1907.
January.....	323,200	271,866
February.....	318,110	273,542
March.....	337,933	287,606
April.....	365,715	274,378
May.....	439,924	321,093
June.....	425,639	327,562
July.....	449,776	360,552
August.....	438,121	355,691
September.....	404,436	340,457
October.....	113,055	99,869
Total (10 months).....	3,618,909	2,912,580

The bank clearings for October fell short by \$230,000 of the same month of last year; the figures for each month of the present year compared with the same month of last year are given below:

Month.	1908.	1907.
January.....	\$ 4,391,096	\$ 3,909,509
February.....	4,271,712	3,705,822
March.....	4,290,782	4,059,507
April.....	4,634,089	4,554,441
May.....	4,695,628	4,853,441
June.....	4,500,812	4,848,161
July.....	4,940,841	5,208,912
August.....	4,259,213	5,026,571
September.....	4,319,219	4,422,859
October.....	5,062,689	5,304,664
Total (10 months).....	\$45,367,791	\$45,895,827

During the month of October there were twenty-two Chinese who paid the head tax of \$500 at this port, and 646 were registered at the customs house as leaving this city for China.

CONDITION OF LOCAL INDUSTRIES.

Sealing.—While the total catch of the sealing fleet is not yet available, it is reported that the returns from the vessels already in from Behring Sea will show a much larger catch, both of seals and sea otter, than for a number of years past.

Whaling.—The Pacific Whaling Company have ceased operations at their summer station at Kyuquot and report a very prosperous season in the northern or outside waters, the two whalers of the company taking 600 whales during the summer months. Operations will be continued for the winter at Page's Lagoon, on the east coast of the island. The harpoon experts on the whalers have made good money, their wages ranging from \$3,000 to \$4,000 for the season. A floating whaling station is to be established and put in operation outside the three-mile limit of the British Columbia coast. Norwegian capital is said to be in this undertaking.

Shipbuilding.—The shipyards of the city have only been doing repair work during the past two months, but have been kept fairly well filled with work.

Lumbering.—All the lumber mills and factories have been working full time in the city for the past month.

CONDITION OF PARTICULAR TRADES.

Building.—The months of October and November were good for the building trades, practically all mechanics being well employed. The bulk of the buildings under construction were residences, mostly of frame, thus giving employment to a good number of carpenters, painters, lathers and plasterers. Plumbers also found pretty constant employment, as also did builders' labourers.

Metal.—Iron moulders were well employed, all the shops keeping their regular forces at work. Machinists also report business in a normal condition. Electrical workers and linemen had a fairly busy month. Blacksmiths were also well employed. Ship builders were only employed on repair work. Shipwrights and caulkers did not have a very active month.

Woodworking.—The woodworkers at the furniture factories were fairly busy, but there was no unusual rush. The carriage and wagon business was in a normal condition, but very few new men were put to work.

Printing.—The printers and pressmen of the city were all kept busy, very few idle men being reported here. A new weekly paper has made its appearance, entitled "The People's Press," and is published at the office of the Victoria Printing and Publishing Company. They have recently installed a linotype. Bookbinders and photo engravers found business fairly brisk.

Food and tobacco preparation.—Bakers and butchers were well employed. Some of the cigar factories reduced their staffs during October. This was found necessary owing to the large stock of cigars on hand, and a desire not to pay the new revenue tax on a big stock. In future the stocks will be kept smaller. Some of the cigar makers laid off during October are now at work again.

Miscellaneous.—Clerks and delivery employees were well employed, business,

both wholesale and retail, being reported fairly brisk.

Unskilled.—A large percentage of the unskilled labourers found steady work, but the rest were only casually employed.

NANAIMO, B.C., AND DISTRICT

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has not been as favourable for some classes of labour as last month, outside labour losing a good deal of time owing to wet weather. A company has been formed to build and operate a white steam laundry; work has been commenced on the building. Wholesale and retail trade has been normal, this being in general a quiet month. There have been no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—The whaling station on the Gulf is operated during the winter season, it being too rough outside. It is having fair success. Herring fishermen are getting ready for the season's run, the fish being outside as yet but are expected at any time.

Lumbering.—There was not much activity in the logging camps, there still being a surplus of logs in the water. The sawmills report business prospects as better than last month and the different sawmills are running steadily.

Mining.—The coal mines in this city have worked a little more than last month, and most of the other mines in the District have been pretty steady. There is very little activity among the quartz mines in the district. The sandstone quarry is working steadily.

Railroad construction.—Construction is being pushed ahead on the extension of the E. & N. Railway, but there are plenty of men to meet all demands. The land clearing being done by the C.P.R. is progressing steadily, and from reports it will soon be ready for settlers.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons reported work quiet. Carpenters have been as fairly active as weather would allow. Plumbers have been active, but painters and builders' labourers were quiet. Ma-

chinists and engineers were also active. Blacksmiths and carriage makers reported work fairly active. Printers also have been fairly active. Teamsters and expressmen report work quiet. Unskilled labour has not done very well; there were a number of idle men about.

INTERNATIONAL OPIUM COMMISSION AT SHANGHAI—MR. W. L. MACKENZIE KING, M.P., C.M.G., FORMER DEPUTY MINISTER OF LABOUR, APPOINTED A DELEGATE.

MR. W. L. MACKENZIE KING, C.M.G., former Deputy Minister of Labour, who, since his retirement from the Department in September last, as reported in the *Labour Gazette* for the month of October, has been elected a member of the Dominion Parliament for the constituency of North Waterloo, was during the month of November appointed by the British Government one of its delegates to an International Opium Commission representing the principal nations of the World, which will assemble at Shanghai early in February.

The countries to be represented at the Conference are the following: Great Britain, the United States, Germany, France, Russia, the Netherlands, Portugal, China, Japan, and Siam. Five commissioners have been appointed by the British Government as follows, namely, The Right Honourable Sir Charles Cecil Clementi Smith, G.C.M.G., formerly Lieutenant-Governor and Colonial Secretary of Ceylon and Governor and Commander-in-Chief of the Straits Settlements, and who has served on a number of important British Commissions in Europe and the Far East; Sir Alexander Hosie, F.R.G.S., Consul-General for the province of Szechuen since 1902, and Acting Commercial Attaché of the British Legation at Peking; Mr. W. L. Mackenzie, King, C.M.G., Member of the Canadian House of Commons; Mr. J. Bennet Brunyat, of the Civil Service, India; and Mr. R. Laidlaw, Member of Parliament of the British House of Commons.

On behalf of the United States Government the President has appointed as Commissioners, The Right Reverend

Charles H. Brent, Missionary Bishop of the Philippine Islands; Dr. Hamilton Wright, well known in medical and scientific circles; and Dr. Charles D. Tenney, Secretary of the American Legation at Peking.

This world Commission was proposed in the first instance by the Government of the United States, and the proposal is that the Commissioners of the several countries when assembled in China shall conduct a joint and impartial investigation of the scientific and material conditions of the opium trade and habit in the Far East which affect the possessions and direct interests of the several countries in that part of the world. The representatives of each nation participating in the proceedings are expected to be in a position, when the conference assembles, to report independently on the opium question on behalf of their respective countries, with a view to devising means to limit the use of opium in the territories or possessions of such countries and to ascertain the best means of suppressing the opium traffic wherever it exists. It is understood that when the Commission meets in Shanghai, the representatives of the various powers are expected to be prepared to co-operate and to offer jointly and severally, definite suggestions of measures which their respective governments may adopt for the gradual suppression of the opium cultivation, traffic and use, thus assisting China in her effort to eradicate the evil from her empire. The individual Commissions will inform the General Commission when it meets at Shanghai as to the regulations and restrictions in force at present in their respective countries or possessions, and will be prepared

to formulate and discuss proposals for amending such regulations in points in which they may be found, in the course of the joint enquiry, to effect the production, commerce, use and disadvantages of opium in the Far East.

It will be seen from this that the Commission which will meet in Shanghai will take rank among the largest and most important which the world has known and it is doubtful if there has ever been a gathering of the kind in which the empires of the Old World and the New have

been brought into such intimate association. Apart from the immediate purpose of the Commission, such a gathering should afford to the several countries, advantages from commercial, national and international points of view, which it would be difficult to overestimate.

The meeting of the Commission was originally fixed for January 1, 1909, but the sudden deaths of the Emperor and Dowager Empress of China late in the month of November occasioned a postponement of its proceedings for a month.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1908. — PROCEEDINGS UNDER THE ACT DURING THE MONTH OF NOVEMBER, 1908.

NO application for a Board of Conciliation and Investigation under the Industrial Disputes' Investigation Act was received during the month of November.

Earlier Applications.

Earlier applications, proceedings in connection with which remained unfinished at the close of November there were the following, namely:

- (1) On behalf of the Manitoba and Saskatchewan Coal Company of Bienfait, Sask.;
- (2) On behalf of the railway carmen in the employ of the Quebec and Lake St. John division of the Canadian Northern Railway Company;
- (3) On behalf of the locomotive engineers in the employ of the Canadian Northern Railway, Ontario; Canadian Northern Railway, Quebec; and Canadian Northern Railway, Quebec and Lake St. John Railway Company;
- (4) On behalf of the locomotive firemen and engineers in the employ of the Canadian Pacific Railway Company.

Reports Received During November.

During the month of November the Department received two reports, namely: (1). In the case of the dispute between the Canadian Northern Railway Company, Quebec and Lake St. John

Division, and the Railway Carmen in its employ; and, (2). In the case of the dispute between the Canadian Northern Railway Company, Ontario, Canadian Northern Railway Company, Quebec, and Canadian Northern Railway Company, Quebec and Lake St. John, and the Locomotive Engineers in their employ. In both cases the reports were unanimous and were accepted either formally or informally as a basis of settlement of the differences referred for investigation.

Other Proceedings During November.

During the month the Board demanded in the case of the dispute between the Galbraith Coal Company and its employees, being members of the United Mine Workers of America, local 2,275, was established as follows, viz. Mr. Frank B. Smith, Edmonton, Alta., appointed on the recommendation of the employing Company; Mr. J. A. MacDonald, Blairmore, Alta., appointed on the recommendation of the men; Mr. Charles Sinister, Fernie, B.C., appointed on the joint recommendation of Messrs Smith and MacDonald.

I. SETTLEMENT BEFORE A BOARD OF DIFFERENCES BETWEEN THE QUEBEC AND LAKE ST. JOHN DIVISION OF THE CANADIAN NORTHERN RAILWAY COMPANY AND ITS CARMEN.

THE Department received on November 19 the report of the Board of Conciliation and Investigation established in this matter. The report was

signed by the three members of the Board and made recommendations for the settlement of the differences referred for investigation, which were stated to have

been accepted by the representatives of the parties concerned as terminating the dispute.

The Board was composed of Messrs. Ludovic Brunet, Edward A. Evans, and P. J. Jobin, all of the city of Quebec.

The application in this case was received in the Department on August 21 being signed by Messrs. John Derosiers and Jules Belanger, Chairman and Assistant Secretary respectively of the Local Protective Board of the Brotherhood of Railway Carmen of America. The number of men directly affected was estimated at 49. The grievances related to wages and conditions of work, it being alleged in the application that the increase in the cost of living made it difficult for the employees to support their families on the wages that were then being paid them. Some further protection of life and limb and an improvement of conditions generally in the work shops were also requested.

A statement from Mr. F. M. Spaidal, General Manager of the Railway, was received in the Department on August 31 in reply to the statement of grievances accompanying the application. The statement on behalf of the Company set forth that the General Manager had met a committee of the men during May, July and August last to discuss the question of a new schedule and that in the matter of wages it was stated "the men were informed that owing to decrease in traffic which was common to all railroads the Company was unable to increase its rates. It was also proven to the men that their rates compared favourably and in many respects were higher than wages paid on other roads of similar standing." Copies of statements showing contemporary rates at Quebec as paid by the Quebec, Montreal and Southern Railway Company accompanied the letter. With reference to shop facilities it was alleged that the sanitary conditions were satisfactory, the shops being well heated and comfortable for the men to eat their noon meal.

The Minister appointed Mr. Edward A. Evans, Quebec, a member of the Board on the recommendation of the Company and Mr. Alfred Chartrain, Montreal,

was appointed on the nomination of the men. On the joint recommendation of Messrs. Evans and Chartrain, Mr. Cyrille Tessier, Quebec, was appointed Chairman of the Board but shortly after Mr. Tessier's appointment the Department received a communication from that gentleman stating that he found it impossible to undertake the duties of the position. A further joint recommendation was subsequently received from Messrs. Evans and Chartrain of Mr. Ludovic Brunet, Quebec, and Mr. Brunet was accordingly appointed by the Minister. Subsequently some delay occurring in proceeding with the investigation, Mr. P. J. Jobin was on the further recommendation of the employees appointed a member of the Board in place of Mr. Chartrain.

The Board thus re-constituted began its investigation early in November and a report was received on the date above named. With regard to the general conditions of work the Board found that there was no ground for a special grievance on the part of the men. Concerning the question of wages a special schedule was framed to take effect from the 1st of December, and to remain good for a period of one year, which improved the situation of the men in certain classes, particularly the coach, locomotive and freight painters, car repairers and the blacksmiths' helpers. The following table shows respectively the rate of wages in the various classes prior to December 1, and the rate recommended in the report of the Board.

SCALE OF WAGES.
CAR DEPARTMENT EMPLOYEES.

	Old Rate.	New Rate.
Carpenters, coaches, benches and cab.....	16 c. to 20½c.	16 c. to 20½c. per hr.
Freight carpenters.....	16 c. " 17 c.	16 c. to 17 c "
Painters, coach and locomotive	15 c. " 21 c..	17c. to 21 c "
Freight painters.	15 c. " 21 c..	17c. " 21 c "
Car cleaner.....	14 c. " 14½c.	14½c. "
Lamp cleaner....	14 c. " "	14½c. "
Tinsmiths.....	19c.	20c "
Car repairers....	12½c. to 17 c..	14½c. to 17 c "
Blacksmiths' helpers.....	10c	14c. "

Findings of the Board.

The following is the complete text of the report of the findings of the Board:

QUEBEC, 17th, Nov. 1908

The Hon. Rodolphe Lemieux,
Postmaster General and Minister
of Labour,

Ottawa, Ont.

DEAR SIR:

In the matter of certain differences between the Canadian Northern Quebec Railway Company (Quebec & Lake St John Railway Company) and certain of its employees, being members of the Brotherhood of Railway Carmen of America, which has been referred to us for settlement under the Industrial Disputes Investigation Act, we, Ludovic Brunet, P. J. Jobin and Edward A. Evans, all of the city of Quebec, having been appointed by the employees and the Company to investigate the differences in question, beg to report as follows:—

As regards the rules and regulations governing the employees, members of the Brotherhood of Railway Carmen of America, we found that certain rules and regulations had already been agreed upon, and as a consequence, no action was taken in this respect.

With regard to the petition of the employees for additional protection to life and means of avoiding personal injury, having visited the yards in the city of Quebec and in Limoilou, we are of the opinion that the repair tracks specially set apart for the men to work are properly laid out and every means taken to prevent any possibility of injury to the car repairers while working at their different occupations.

As regards the shops, closet and other accomodation, we do not feel in a position make any recommendations as regulations governing these are provided for in the Factory Inspection Act, Quebec, and it is a matter appertaining to the duties of the Factory Inspector under this Act, who has powers to enforce rules and regulations providing for the safety of employees and the hygienic conditions of

the shops. We found, however, that the shops were exceptionally well lighted, and that at Limoilou especially, the employees had every accomodation for obtaining their meals.

As regards the question of wages, your Board of Conciliation decided to call in Mr. J. Desrosiers, Chairman of the Protective Board, Mr. F. Legaré, Vice-Chairman, Mr. Jules Belanger, Recording Secretary, Mr. Jos. Robitaille and Mr. H. Foy, on behalf of the employees, and Mr. F. M. Spaidal, Superintendent of the Railway Company, on behalf of the Company; but, with the exception of Messrs. Desrosiers and Spaidal, we found that it was not necessary to call upon the other gentlemen mentioned. As a result of this conference, which took place at the Court House, Quebec, on Monday, the 16th inst., it was agreed that the following maximum and minimum rates should apply:—

Carpenters, cab, coach and bench.....	16 c. to 20½c. an hour
Freight carpenters.....	16 c. " 17 c. "
Painters, coach, locomotive and freight.....	17 c. to 21 c. "
Washer painters, lamp cleaners and car cleaners.....	14½c. "
(Upon the understanding that should there be any employees at present in the employ of the Company obtaining a higher rate, said higher rate should not be disturbed.)	
Car Inspectors.....	20 c. "
Tinsmiths.....	20 c. "
Car repairers.....	14½c. " 17 c. "
Blacksmiths.....	20 c. "
Blacksmiths' helpers.....	14 c. "

It was found that air brake cleaners and testers, and pattern makers were not applicants for any change in the existing rate of pay, and as a consequence your Board did not consider the question of rates regarding them.

The above schedule of wages to take effect on the first day of December, 1908, and to continue in force for one year and thereafter unless thirty days' notice is given by either side of a change.

We are pleased to be able to report that the conference between your Board and Mr. Desrosiers, representing the employees, and Mr. Spaidal, representing the Company, was of a most satisfactory nature, and the schedule of wages a

mentioned above, as also the other subjects mentioned, were accepted by Messrs. Desrosiers and Spaidal as satisfactory, the relations between the employees and the Company appearing to us to be harmonious.

Your respectfully,

(Sgd.) LUDOVIC BRUNET,
Chairman,

(Sgd.) P. J. JOBIN,
Representative of the Employees

(Sgd.) EDWARD A. EVANS,
representative of the Company

II.—SETTLEMENT EFFECTED BETWEEN THE CANADIAN NORTHERN RAILWAY COMPANIES AND THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS.

THE report of the Board of Conciliation and Investigation established to adjust the differences between the various companies of the Canadian Northern Railway system and the Brotherhood of Locomotive Engineers was received in the Department on November 16. The report was signed by the three members of the Board and made recommendations looking to a settlement of the grievances. The Department was given to understand that the Board had received informal assurances that the findings would be accepted by the parties to the dispute and subsequently received a formal acceptance on behalf of the employees. At the close of the month the formal acceptance on behalf of the Company had not been received in the Department, but this was understood to be owing simply to the absence in England of Mr. D. B. Hanna, the vice-president of the Canadian Northern system. The Board consisted of the Honourable R. D. Gunn, Junior County Judge of the County of Carleton, Mr. F. H. Richardson, of Toronto, recommended by the employing company, and Mr. J. Harvey Hall, also of Toronto, recommended by the employees.

The application in this case was received in the Department on August 27, being signed by Mr. W. B. Best, of Winnipeg, General Chairman of the Brotherhood of Locomotive Engineers, and Mr. S. White, of Montreal, Secretary of the Brotherhood for the Eastern Lines. The dispute concerned, according to the application, 81 men directly and 261 men indirectly, and related to a question of wages and general conditions of employment, schedules being put in with the

application in question, representing in detail the demands made on behalf of the employees. The Minister decided to establish a Board, which was duly constituted as set forth above.

The effect of the demands of the employees was an increase in the rate of wages and a uniform set of working articles, both which claims were resisted by the Company. The differences involved proved more than commonly difficult of adjustment, owing in part doubtless to the wide area over which the dispute extended and to the fact that, although the employer was known generally as the Canadian Northern Railway system, and proceedings with the Department were conducted through that company. There were nevertheless, three individual companies concerned in the dispute, known respectively as the Canadian Northern Ontario, Canadian Northern Quebec and Canadian Northern Quebec and Lake St. John Railway.

The Board after some preliminary and unsuccessful efforts to bring about a settlement without proceeding to an investigation under the Act, found it necessary to undertake a searching enquiry into the whole matter, and to that end held sessions in Ottawa and Toronto as occasion required, discussing the subject, moreover, in detail with the officers of the Company and the members of the engineers' committee and took such evidence as was from time to time considered necessary. In conducting the investigation on these lines, it became necessary for the members of the Board to obtain a more intimate personal knowledge of the circumstances relating to a number of questions embraced in the dispute, such

as switching points, terminals, provision for the comfort of the men at specified places, etc., and the Board accordingly inspected the three roads concerned, free transportation for the members of the Board and witnesses being furnished for this purpose by the Canadian Northern Railway Company. As a result of the knowledge obtained in this way, the Board found itself able to make a number of recommendations looking to an improvement of conditions under which engineers are compelled to work, especially at points where the men "are frequently forced to remain over night and some times after a long trip in most inclement weather." The suggestions of the Board in this direction were accepted by the Companies and instructions were immediately given to the superintendents to comply therewith.

The application for a schedule common to the three railways concerned was most carefully investigated and considered, and working articles were finally drawn up and set forth in two separate schedules attached to the report of the Board as applicable to the several roads figuring in the dispute, the terms of the respective schedules being indetical.

As to the question of wages, the Board found, to quote from the report, that the lines "are each equipped with a standard type of motive power and the engineers on each line are an intelligent and efficient class of men, well qualified to discharge the responsible duties their engagement requires and are performing the same duties, assuming the same responsibilities and incurring similar risks to engineers on other lines of railways." After carefully weighing all the arguments advanced and all the circumstances brought to light on this point, the Board decided that the wages paid the engineers were insufficient in comparison with the services performed and compared unfavourably with those paid by other lines. The Board took into account, however, the fact that having regard to the earnings, business done, and other circumstances with relation to the employing company and the fact that the newer lines of railway offered prospects and opportunities of promotion not found on older

roads, the demand of the men with respect to wages were not considered in full. A schedule was submitted attached to the report setting forth the exact rates of wages recommended by the Board.

It was recommended by the Board that the schedule covering the working articles should come into effect from the date of the award, namely November 12, 1908, while the schedule relating to the rates of pay should come into force from the 1st of January, 1909.

Findings of the Board.

The text of the findings of the Board and of the schedules attached is as follows respectively:—

To the Honourable Rodolphe Lemieux,
Minister of Labour,
Ottawa.

The Board of Conciliation and Investigation appointed on the 14th day of September last under the Industrial Disputes Investigation Act, to whom were referred the disputes between the Locomotive Engineers, and the Canadian Northern Ontario, Canadian Northern Quebec, and Quebec and Lake St. John Railway Companies, having fully investigated the matters referred to them, humbly submit the following report:

Pursuant to appointment the Board met at the Court House, Ottawa, on the 15th day of September last, and were attended by representatives of the Companies and engineers interested.

The dispute outlined in the application filed on behalf of the engineers, and the statement of their representatives present, to be fully understood, is shortly summarized in the following paragraph.

The locomotive engineers engaged on the C. N. O. operating between and having terminals at Toronto and Sudbury in the Province of Ontario, and the locomotive engineers on the C. N. Q. operating between and having terminals at Montreal, Hawkesbury, and Riviere a Pierre, and having one or more branches, and the engineers on the Q. & L. St. J. operating between and having terminals at Quebec and Chicoutimi, all in the Province of Quebec, (numbering 81 di-

rectly and 260 indirectly interested), demand by their application filed in your department an increased rate of wages and a uniform set of working articles, to govern their wages and duties on the aforesaid lines of railway, while the company strenuously resist the application on both points.

The Board find that there was a schedule of rates and working articles signed by the engineers and management on the Q. & L. St. J. in September, 1907, and a distinct and separate schedule exists covering rates and working articles, on the C. N. Q. signed in July, 1907, and that no schedule exists severing either rates or working articles on the C. N. O., as it was more recently put in operation, and the engineers were supposed to be governed by the same schedule as the engineers on the C. N. Q.

The Board in compliance with the provisions of the Act occupied some time in an earnest and sincere endeavor to bring about a settlement of the whole dispute between the parties, but without any satisfactory results, and to emphasize their objections the company filed written statements refusing to consider the question of increasing the rates on any of the lines, and requesting a full and complete inquiry into the dispute by the Board, and the representatives of the engineers filed a similar statement, refusing to abandon any portion of their demand, and joined in the request for a full and complete investigation.

The Board, satisfied that further time or effort to effect a settlement of the dispute or any part of it would be uselessly spent, considered the question of procedure and concluded that the best results would be obtained by considering and settling the working articles set out in the application, and afterwards taking up the question of increased rates; and with that end in view adjourned to the head offices of the companies in Toronto to discuss and consider the working articles with the Superintendent of the C. N. O., and the Board ordered and directed that the engineers committee from the C. N. O. be present.

As in duty bound, the Board in reassembling at Toronto further endeavoured

to effect a settlement with the Chief Executive of the Company, but were met with a prompt and emphatic refusal by the officers of the Company, who quoted figures showing that the earnings and operating expenses on each line would not warrant any increase of wage, but raised no objection to the Superintendent assisting in the formation of working articles to cover each line, and its switching facilities and terminals.

The Board after entering on the consideration of the working articles and a discussion of the same with the Superintendent and Master Mechanic of the C. N. O., and the representative of the engineers on that line, found that it would be quite impossible to deal intelligently with and decide and report satisfactorily upon the many questions arising out of and embraced in the dispute, either as to wages or working articles, without a better knowledge of the different lines of railway—the switching points, terminals, and provisions made for the comfort of the men at specified places, and as the Company offered transportation and other facilities for the convenience of the Board and witnesses, and as much inspection work would not materially interfere with the consideration and composition of the working articles, and as very material evidence could be obtained at the least possible expense, and for other good reasons, the Board decided to make the inspection so strongly pressed for by both parties.

The inspection of the three different roads, and the switching facilities and terminals, and the discussion of the different matters with the engineers on each of the lines visited, including the examination of the places provided for the comfort of the engineers, engaged the attention of the Board for some days, but in the opinion of your Board this was time spent most profitably employed and resulted in the Board being able to recommend and advise as to the working articles and the application thereof to the three lines, to the entire satisfaction of all parties concerned.

At the close of the discussion upon the working articles, and after the evidence had been taken, the Superintendents of

the different lines applied to the Board to be permitted to introduce a number of rules described as "Duties of Engineers," but as the Companies had not filed, in compliance with section 19 of the Act, any statement in reply to the application of the engineers, and as such request came at a very late period in the investigation, and was strongly objected to by the engineers, the same was not granted for the reason that it was considered it would greatly prolong the proceedings, and embarrass the engineers, and was not, in the opinion of the Board, any part of the dispute legally referred to them, and to allow the introduction of a further set of rules at such a time would, in the face of the objection, lead to injustice. The Board further begged to point out that all parties have ample protection in a fair compliance with the plain and explicit provisions of the Act in setting forth their respective demands and answers, which are intended to outline the dispute referred to any Board under the Act.

The Board finds from the inspection of the terminals and turn around points on the different lines, and the evidence submitted, that no sufficient provision had been made for the comfort of the engineers at the points where they are frequently forced to remain over night and sometimes after a long trip in most inclement weather, and recommend and advise that the Companies make such provision at such terminal points as none are now provided, and better the present conditions at other well known points in this respect, so that many of the real hardships and great exposures which the engineers and crews undergo will be materially diminished, and instructions were given to the Superintendents to comply herewith, by the Company.

At the special request of the engineers the Board have defined the word *emergency* in the working articles, as it was pointed out that, owing to the great difference of opinion between the Superintendents and engineers over such class of service so extra hazardous to the engineers, much difficulty arose, and some times loss of life and destruction of valuable property occurred when the engineer was ordered to run against his

better judgment or incur suspension or dismissal, if he refused.

The Board have most earnestly and carefully weighed and considered the evidence and arguments presented by the parties relating to the question as to the expediency and practicability of having all the lines operated under one set of working articles, and have concluded to recommend and advise that the working articles set out in schedule "A", hereto attached, shall govern on the C. N. O., and the working articles set out in schedule "B", hereto attached, shall govern and control on the C. N. Q., and the Q. & L. St. J. Rys., and report accordingly.

As urged and requested by the parties interested, the Board made a careful and exhaustive examination of the details of the earnings and operating expenses of the three roads, and examined different officials of the companies, as well as the engineers, together with such other witnesses as the parties presented, for the purpose of ascertaining and gathering information on the question of increasing the rates, as no advance could be made toward a settlement, and the Board were compelled to make such careful and satisfactory examination as the circumstances demanded.

The Board found from their inspection of the lines that they are each equipped with a standard type of motive power and the engineers on each line are an intelligent and efficient class of men, well qualified to discharge the responsible duties their engagement requires, and are performing the same duties, assuming the same responsibilities, and incurring similar risks to engineers on other lines of railway. It is here fair to state that the officials of the companies have submitted to the Board in answer to the demand for increased rate of wages by the engineers that the engineers on the Q. & L. St. J. and the C. N. Q., in September, 1907, were granted an increase in rates, by which the Q. & L. St. J. engineers receives a slightly increased rate over the C. N. Q. engineers; the C. N. O. engineers are paid the same rate as the C. N. Q. engineers, and that the company claims they are now paying for

engineers' services all that they can reasonably afford under the earning circumstances of each line, and that they are not warranted in submitting to any increase on rates to the engineers out of the earnings of any of the lines in question, and that the demands of the engineers should not be pressed in the face of these facts.

This Board have, in addition, been referred to and read with considerable advantage the report of the Board dealing with the dispute of the Grand Trunk Railway Company and its Telegraphers, bearing date of January 13th, 1908, to be found in the "*Labour Gazette*" of February, A.D. 1908, (page 952).

After having fully considered all the facts and circumstances presented to them, this Board have concluded that the present rates paid on the lines concerned are insufficient to enable the engineers, in view of the increased cost of living, to meet the necessities of life, maintain and educate their families according to their station, are below the rates paid by many other lines for the same service, are out of proportion to the rates paid other trainmen in the same service, are not fair compensation for the risk and responsibility assumed and skill required by the men in the capacity of engineers, do not provide "a living wage," and it appeared in evidence that on the lines in Quebec, the engineers were promised an increase in the near future, when they signed the schedule last in force.

Your Board also feels that while the rates demanded in the application are paid for engineers' services on other lines, it would, having due regard to the earnings, business done, and other circumstances relied on by the company, be quite unreasonable to grant the demand in its entirety, and also that the engineers should take into consideration the prospects and opportunities on these newer lines for promotion, which it does appear will give opportunities for advancement that are not so easily obtainable on the older roads, and which prospects and opportunities to some extent entered into the consideration of the engineers when they took service at the present rates. This Board begs to report that schedule

"C," hereto annexed, sets forth fair and proper rates to be paid the engineers for their services on the lines of railway under consideration.

This Board recommends that the working articles in schedules "A" and "B" hereto shall go into force and effect forthwith, and the rates relating to freight, mixed, snow plow, way freight, work trains, and for all other services including passenger service, as set out in schedule "C" hereto, shall go into force and effect from and after the first day of January, A. D. 1909.

This Board further begs to report that they have entered upon this inquiry, conducted the investigation, and after a full and careful deliberation upon, and consideration of, the evidence and arguments presented, on behalf of all parties, have arrived at the conclusions set forth in this report.

Herewith is returned the evidence, papers filed, and other proceedings had and taken before the Board, including the oaths of office and the statements required by statute.

Dated this 12th day of November, 1908, A. D.

(Sgd.) R. D. GUNN,
Chairman.

(Sgd.) J. HARVEY HALL,
(Sgd.) F. H. RICHARDSON.

SCHEDULE "A"

TO THE REPORT HEREWITH ATTACHED.
—WORKING ARTICLES.

Emergency, wherever used in these articles, shall be construed to mean a duty or service necessary to prevent impending serious loss or irreparable damage to person or property; (b) Any special circumstance unexpectedly arising which engineer performing the service and official agree creates an emergency.

1. Road engineers will be paid for switching at terminal and turnaround points at through freight rates, except on specified runs and as otherwise provided for; time to count from the time the engine is ordered until switching is completed; each six minutes to count one mile switching tickets to be certified to by agent conductor, or yardmaster.

(b) 100 miles or ten hours to constitute a day, overtime pro rata.

2. Engineers tied up between terminals, whether

engine dead or alive, will be paid full time until relieved of duty and supplied with conveyance to terminal, when dead heading mileage only will be paid.

3. An engineer in charge of an engine ordered over any section (not under construction) with which he is not familiar, shall be furnished with a competent pilot, in addition to engine crew.

4. Engineers will not be required to haul any cars when running engine extra, except water car.

(b) Engineers will not be required to let engine in and out of shop track, except when running light.

5. Engineers assigned to snow plow service shall be considered as held for special service, and shall receive one day's pay for the first ten hours of each twenty-four hours so held. If held for less than ten hours for such service, engineers will be paid pro rata per hour. Tenders for all engines handling snow plows are to be covered with tarpaulin, and equipped with slide curtains on back boards.

(b) Except in cases of emergency, engineers pushing snow plows will not be required to haul any cars excepting necessary cars containing coal supply and boarding cars for workmen.

6. Engineers taken off their trains between terminals for work train service, and continuing their original trip afterwards, will be paid at work train rate from the time engine was taken off train until time of continuing trip commences; such time to be deducted when computing overtime.

7. Engineers taking engine out of shop on trial trip will be paid 100 miles for such services, but must leave engine equipped for road service, and will be paid overtime if such time extends over ten hours.

8. Engineers responding to call for train which is afterwards cancelled will be paid twenty-five miles, but in case they are held under orders for a period exceeding two hours and thirty minutes, they will be paid pro rata for the time ordered, and will stand first out, except when 100 miles have been made, when they will stand last out.

9. Engineers will be paid actual mileage for doubling. Engineers will be paid not less than ten miles when ordered to double, or at regular doubling points, but doubling time to be deducted when computing overtime.

10. Engineers on regular runs shall lose no time through being held for special service.

11. Road Engineers making less than 100 miles will be paid for 100 miles, but will be liable for further service to the extent of ten consecutive hours, and the rate of one hour for each ten miles.

(b) Road Engineers ordered for yard service only will be paid not less than five hours; over five hours, pro rata. If ordered for more than one day's yard work, switching rates will be paid with a minimum of ten hours per day.

(c) Road Engineers relieving regularly assigned engineers will be paid switching rate.

12. Engineers held away from home stations for engines will be paid ten miles per hour at minimum passenger engineer's rate for the last ten hours, or portion thereof, in every 24 hours so held, less any mileage or time otherwise paid for during said 24 hours.

13. Engineers' time on work trains will count from the time work train was ordered, ten hours or less to constitute one day; overtime pro rata, but will be allowed thirty minutes for getting engine ready. Engineers on work train service, when laid up away from terminal points, will be paid one day for each day so held; engineers to be notified on Saturday if required the following day. When work trains are required to run to and from work, mileage at freight rates will be allowed, time so occupied not to be included in time paid for at work train rates. Engineers going on work train will be notified 24 hours previously. Suitable sleeping quarters will be furnished engineers, including mattresses and blankets. Engineers will be allowed time for meals at reasonable hours, and will be given transportation and allowed to go home Sunday on obtaining permission, which will be given when such will not interfere with work or service. Work trains

will be manned by the youngest engineer on assigned engine, but the oldest man on freight may have same by applying, if he considers it preference. Engineers will be paid at least one hour a day when tied up away from terminals for repairs to engine. Time ticket to show work performed.

14. Engineers on freight trains will be given reasonable time for meals on advising despatcher in due time. Time occupied to be deducted when computing overtime. Engineers on switch engines working within their yard limits will not be required to remain on duty over six hours without a meal, and if held longer, they will first be allowed thirty minutes off and paid for one hour.

15. Engineers will not be required to leave terminal until they have had at least eight hours' rest. Such rest must be booked on arrival upon advice to despatcher. Trains may be laid up between terminals for engineers to obtain rest after they have been 15 consecutive hours on duty upon advice to train despatcher, but if despatcher will cut out all way work and switching trains may be taken through to terminals, engineer to be judge of his own condition.

16. Engines will be supplied with coal, sand and water by engine house staff at terminals, but engineers will be responsible for seeing engines are supplied. Engines running through terminals where round house staff is employed, whether on round trip or over more than one section, will have coal shovelled ahead and fire and ash pan cleaned by roundhouse staff when necessary.

17. Engineers will report time of firemen with their own, and when time is not allowed as per time slip, the time slip will be returned for correction. Mileage to be computed on actual time card distance. Time of engineer to commence thirty minutes before leaving time specified by time card or call book, but such time to be used in getting engine ready, and will end when engineer registered in shop book.

18. Switch engines will be manned by the oldest engineer, if considered preference by him. In event of reduction of force, engineers will be reduced according to standing on seniority list, except in case of engineers being incapacitated, so that they could not perform on road service, in which case they will be given preference in yard service. Unless incapacitated, engineers holding switching engines for over one year will lose road rights.

19. Engineers, excepting on construction trains, shall not be required to run tender first during severe or inclement weather, or after dark, except in case of emergency. (Local conditions to be regarded.)

20. Hostlers will do roundhouse and snop switching and will be allowed reasonable time for meals. Engineers desiring position as hostler will receive preference.

21. Engineers in freight or passenger service will run first in first out of their respective districts. Engineer assigned to regular runs will be entitled to any engine placed on such run. Extra men will run first in first out. When a temporary vacancy occurs for over ten days in freight or passenger service, the oldest extra man will be entitled to it; for a less period, the extra man catching it will retain it until the regular man returns. The oldest available engineer in freight service will fill a temporary vacancy in passenger service.

22. Engineers on regularly assigned runs will not be compelled to run freight when their engine is ordered out for the same, except when the time bill or delayed train makes it necessary to run engine to other end of division to take up opposite regular run, or when no other engine or crew available.

23. Engineers on assigned runs will be called between the hours of 9 p. m. and 8. a. m.

24. Senior rates shall be paid promoted engineers after one year's service; hired engineers after six months' service, if satisfactory.

25. Engineers within one mile of roundhouse will be called (except as provided for in article 23) as nearly as possible two hours before departure of trains, and sign call book, which will show leaving time of train, and will be on duty 45 minutes before departure of train. This time to be used in getting engine ready. Engineers on

through regular runs will have engine ready to take out on departure time.

26. The Engineer of any assigned engine held in shop seven days or more for repairs will be entitled to the youngest man's assigned engine on that district until his regularly assigned engine comes out.

27. Passenger engineers delayed two hours or over on their engine at terminals before commencement of trip will be paid for such time at schedule rate, same to be deducted in computing overtime. Passenger engineers detained on their engines at Toronto, Montreal or Quebec over thirty minutes will be paid one mile for every six minutes so held; less than thirty minutes not to be counted.

28. Any engineer assigned to a regular engine will be allowed to re-take such engine if same is not returned to him in four days, provided engine was lost through sickness, booking rest or suspension. No dead head mileage to be paid in either case, and engineer relieving will be returned to home station at once.

29. At stations where no regular force is provided, engineers will be paid five miles for turning and properly coupling such locomotives day and night.

30. Engineers in accordance with seniority list will have choice of runs out of home station at change of time card, but in case of change of time card discontinuing their run, engineer so affected will have the choice of any run not occupied by senior men. When vacancy occurs or new runs are created, they shall be advertised, and the senior men applying for same shall be entitled to them.

31. Storm windows shall be kept in front of cab in cold weather. Cabs will be furnished with suitable boxes or storing clothing, and equipped with backboard slide curtain and wide curtains. Engines to be inspected by shop force when covered by snow or frozen up, if booked. Engineers assigned to regular runs will set up wedges on all engines, excepting where booked or where pool is maintained. Hose and brakes to be in working order.

32. Engineers will be paid through freight rates for entire trip when required to handle more than three freight cars on passenger trains, and in the event of freight or company's material being unloaded off through freight or extra at three or more places on trip, it will constitute a way freight train.

33. Engineers will be paid thirty minutes preparatory time for getting engine ready before going out on run. Yard engineers required to work over eight miles outside of station will be paid at through freight rates.

34. In all difficulties and disputes arising out of any part of this schedule between the officials and any engineer, the engineers' committee shall represent the engineer or engineers, except in the event of an engineer alleging a personal grievance, in which case he may present his case and be assisted therein by any other engineer in same line, if he desires; but the decision arrived at in such case shall not form a precedent, or be binding on the engineers' committee in any proceedings taken by them in the same or any other case.

35. When an engineer is suspended or dismissed, he will be advised of reason for such action, and a full and impartial investigation will be held, and engineer advised of decision within ten days. Engineer will be notified to be present at such investigation, and may be accompanied by another engineer. He will, if desired, be given carbon copy of report of his signed evidence. Should investigation prove him blameless, he will be reinstated and paid for time lost, one day for each consecutive 4 hours at through freight minimum engineer's rates. Any appeal from such decision must be made in writing by the engineer through his locomotive foreman, within ten days after he has been advised of such decision. In case of doubt, engineer will not be suspended until his case has first been investigated.

36. Engineers accepting official position in company's service will retain their rights on the seniority list.

37. When an engineer resigns or is dismissed, he shall be given his pay and given a certificate of service, stating

time of service and in what capacity employed, within ten days from date of dismissal or resignation.

38. Engineers will date on seniority list when regularly assigned as such. First trip ticket to be counted after being regularly assigned, at which time they will ascertain their standing thereon and register complaint if any. After three months no complaint will be recognized.

39. In case of a meeting or conference being desired between the officials of the company and a committee of engineers, a written notice stating the nature of the matter to be considered will be forwarded to the master mechanic, who will, as nearly as possible, fix a date and time at which a conference may be held.

40. No more engineers will be retained in the service than are necessary to handle the business with safety and despatch. Master mechanics to decide after conferring with engineers' committee.

41. Comfortable sleeping houses with wash room in connection will be provided at terminals, supplied with mattresses, blankets and pillows, free of charge, which shall be under the control of locomotive foreman.

42. Any complaint made against engineers in work train service will not be sufficient cause for engineer's permanent removal until such complaint has been investigated by a representative of the mechanical department. This is to apply to men loaned temporarily to construction department.

43. Engineers hired hereafter by construction department, if transferred to operating department, will hold date on seniority list from time of such transfer; transfers from operating department to construction department will hold original date on seniority list.

44. Engineers will not be granted leave of absence for a longer period than six months, unless caused by reduction of staff or sickness, without losing seniority rights.

45. Engineers assigned to regular runs and to switching engines will be considered off duty from the time relieved at engine house until required for their regular duties, but when such men are available and are called in cases of emergency, they must turn out promptly. Men may follow assigned engines.

46. All complaints made by engineers against firemen must be made in writing.

47. Above articles and rates will not be varied unless by consent after thirty days' notice.

(Sgd.) R. D. GUNN,
F. H. RICHARDSON,
J. HARVEY HALL.

SCHEDULE "B"

TO THE REPORT HEREWITH ATTACHED.—
WORKING ARTICLES.

Emergency, wherever used in these articles, shall be construed to mean a duty or service necessary to prevent impending serious loss or irreparable damage to person or property; (b) Any special circumstance unexpectedly arising which engineer performing the service and official agree creates an emergency.

1. Road Engineers will be paid for switching at terminal and turnaround points at through freight rates, except on specified runs and as otherwise provided for; time to count from the time the engine is ordered until switching is completed, each six minutes to count one mile, switching tickets to be certified to by agent, conductor or yardmaster.

(b) 100 miles or ten hours to constitute a day; overtime pro rata.

2. Engineers tied up between terminals, whether engine dead or alive, will be paid full time until relieved of duty and supplied with conveyance to terminal, when dead heading mileage only will be paid.
3. An engineer in charge of an engine ordered over any section (not under construction) with which he is not familiar, shall be furnished with a competent pilot, in addition to engine crew.
4. Engineers will not be required to haul any cars when running engine extra, except water car.
- (b) Engineers will not be required to let engine in and out of shop track, except when running light.
5. Engineers assigned to snow plow service shall be considered as held for special service, and shall receive one day's pay for the first ten hours of each twenty-four hours so held. If held for less than ten hours, for such service engineers will be paid pro rata per hour. Tenders for all engines handling snow plows are to be covered with tarpaulin, and equipped with slide curtains on back boards.
- (b) Except in cases of emergency, engineers pushing snow plows will not be required to haul any cars excepting necessary cars containing coal supply and boarding cars for workmen.
6. Engineers taken off their trains between terminals for work train service, and continuing their original trip afterwards, will be paid at work train rate from the time engine was taken off train until time of continuing trip commences; such time to be deducted when computing overtime.
7. Engineers taking engine out of shop on trial trip will be paid 100 miles for such service, but must leave engine equipped for road service, and will be paid overtime if such time extends over ten hours.
8. Engineers responding to call for train which is afterwards cancelled will be paid twenty-five miles, but in case they are held under orders for a period exceeding two hours and thirty minutes, they will be paid pro rata for the time ordered, and will stand first out, except when 100 miles have been made, when they will stand last out.
9. Engineers will be paid actual mileage for doubling. Engineers will be paid not less than ten miles when ordered to double, or at regular doubling points, but doubling time to be deducted when computing overtime.
10. Engineers on regular runs shall lose no time through being held for special service.
11. Road Engineers making less than 100 miles will be paid for 100 miles, but will be liable for further service to the extent of ten consecutive hours, and the rate of one hour for each ten miles.
- (b) Road Engineers ordered for yard service only will be paid not less than five hours; over five hours, pro rata. If ordered for more than one day's yard work, switching rates will be paid with a minimum of ten hours per day.
- (c) Road Engineers relieving regularly assigned engineers will be paid switching rate.
12. Engineers held away from home stations for engines will be paid ten miles per hour at minimum passenger engineer's rate for the last ten hours, or portion thereof, in every 24 hours so held, less any mileage or time otherwise paid for during said 24 hours.
13. Engineer's time on work trains will count from the time work train was ordered, ten hours or less to constitute one day; overtime pro rata, but will be allowed thirty minutes for getting engine ready. Engineers on work train service, when laid up away from terminal points, will be paid one day for each day so held; engineers to be notified on Saturday if required the following day. When work trains are required to run to and from work, mileage at freight rates will be allowed, time so occupied not to be included in time paid for at work train rates. Engineers going on work train will be notified 24 hours previously. Suitable sleeping quarters will be furnished engineers, including mattresses and blankets. Engineers will be allowed time for meals at reasonable hours, and will be given transportation and allowed to go home Sunday on obtaining permission, which will be given when such will not interfere with work or service. Work trains will be manned by the youngest engineer on assigned engine, but the eldest man on freight may have same by applying, if he considers it preference. Engineers will be paid at least one hour a day when tied up away from terminals for repairs to engine. Time ticket to show work performed.
14. Engineers on freight trains will be given reasonable time for meals on advising despatcher in due time. Time occupied to be deducted when computing overtime. Engineers on switch engines working within their yard limits will not be required to remain on duty over six hours without a meal, but if held longer, they will first be allowed thirty minutes off and paid for one hour.
15. Engineers will not be required to leave terminal until they have had at least eight hours' rest. Such rest must be booked on arrival upon advice to despatcher. Trains may be laid up between terminals for engineers to obtain rest after they have been 15 consecutive hours on duty upon advice to train despatcher, but if despatcher will cut out all way work and switching trains may be taken through to terminals, engineer to be judge of his own condition.
16. Engines will be supplied with coal, sand and water by engine house staff at terminals, but engineers will be responsible for seeing engines are supplied. Engines running through terminals where roundhouse staff is employed, whether on round trip or over more than one section, will have coal shovelled ahead and fire and ash pan cleaned by roundhouse staff when necessary.
17. Engineers will report time of firemen with their own and when time is not allowed as per time slip, the time slip will be returned for correction. Mileage to be computed on actual time card distance. Time of engineer to commence thirty minutes before leaving time specified by time card or call book, but such time to be used in getting engine ready, and will end when engineer registered in shop book.
18. Switch engines will be manned by the oldest engineer if considered preference by him. In event of reduction of force, engineers will be reduced according to standing on seniority list, except in case of engineers being incapacitated so that they could not perform on road service, in which case they will be given preference in yard service. Unless incapacitated, engineers holding switching engines for over one year will lose road rights.
19. Engineers, excepting on construction trains, shall not be required to run tender first during severe or inclement weather or after dark, except in case of emergency. (Local conditions to be regarded.)
20. Hostlers will do roundhouse and shop switching, and will be allowed reasonable time for meals. Engineers desiring position as hostler will receive preference.
21. Engineers in freight or passenger service will run first in first out of their respective districts. Engineers assigned to regular runs will be entitled to any engine placed on such run. Extra men will run first in first out. When a temporary vacancy occurs for over ten days in freight or passenger service, the oldest extra man will be entitled to it; for a less period, the extra man catching it will retain it until the regular man returns. The oldest available engineer in freight service will fill a temporary vacancy in passenger service.
22. Engineers on regularly assigned runs will not be compelled to run freight when their engine is ordered out for the same, except when the time bill or delayed train makes it necessary to run engine to other end of division to take up opposite regular run, or when no other engine or crew is available.
23. Engineers on assigned runs will be called between the hours of 9 p. m. and 8 a. m.
24. Senior rates shall be paid promoted engineers after one year's service; hired engineers, after six months' service, if satisfactory.
25. Engineers within one mile of roundhouse will be called (except as provided for in article 23), as nearly as possible two hours before departure of trains, and sign call book, which will show leaving time of train, and will be on duty 45 minutes before departure of train. This time to be used in getting engine ready. Engineers on

through regular runs will have engine ready to take out on departure time.

26. The Engineer of any assigned engine held in shop seven days or more for repairs will be entitled to the youngest man's assigned engine on that district until his regularly assigned engine comes out.

27. Passenger engineers delayed two hours or over on their engine at terminals before commencement of trip will be paid for such time at schedule rate, same to be deducted in computing overtime. Passenger engineers detained on their engine at Toronto, Montreal or Quebec over thirty minutes will be paid one mile for every six minutes so held; less than thirty minutes not to be counted.

28. Any engineer assigned to a regular engine will be allowed to re-take such engine if same is not returned to him in four days, provided engine was lost through sickness, booking rest or suspension. No dead head mileage to be paid in either case, and engineer relieving will be returned to home station at once.

29. At stations where no regular force is provided engineers will be paid five miles for turning and properly housing such locomotive day and night.

30. Engineers in accordance with seniority list will have choice of runs out of home station at change of time card, but in case of change of time card discontinuing their run, engineer so effected will have the choice of any run not occupied by senior men. When vacancy occurs or new runs are created, they shall be advertised, and the senior men applying for same shall be entitled to them.

31. Storm windows shall be kept in front of cab in old weather. Cabs will be furnished with suitable boxes or storing clothing, and equipped with backboard slide curtain and side curtains. Engines to be inspected by shop force when covered by snow or frozen up, if booked. Engineers assigned to regular runs will set up wedges on all engines, excepting those booked or where pool is maintained. Hoses and brakes to be in working order.

32. Engineers will be paid through freight rates for entire trip when required to handle more than three eight cars on passenger trains, and in the event of freight company's material being unloaded off through freight extra at three or more places on trip, it will constitute way freight train.

33. Engineers will be paid thirty minutes preparatory time for getting engine ready before going out on run, and engineers required to work over eight miles outside station will be paid at through freight rates.

34. In all difficulties and disputes arising out of any part of this schedule between the officials and any engineer, the engineers' committee shall represent the engineer or engineers, except in the event of an engineer bringing a personal grievance, in which case he may present his case and be assisted therein by any other engineer of same line, if he desires; but the decision arrived at in such case shall not form a precedent, or be binding on the engineers' committee in any proceedings taken by them of the same or any other case.

35. When an engineer is suspended or dismissed, he will be advised of reason for such action, and a full and impartial investigation will be held, and engineer advised of decision within ten days. Engineer will be notified to present at such investigation, and may be accompanied by another engineer. He will, if desired, be given a carbon copy of report of his signed evidence. Should the investigation prove him blameless, he will be reinstated and paid for time lost, one day for each consecutive 24 hours at through freight minimum engineer's rates. Any appeal from such decision must be made in writing by the engineer through his locomotive foreman within ten days after he has been advised of such decision. In case of doubt, engineer will not be suspended until case has first been investigated.

36. Engineers accepting official position in company's service will retain their rights on the seniority list.

37. When an engineer resigns or is dismissed, he shall receive his pay and given a certificate of service, stating

time of service and in what capacity employed within ten days from date of dismissal or resignation.

38. Engineers will date on seniority list when regularly assigned as such. First trip ticket to be counted after being regularly assigned, at which time they will ascertain their standing thereon, and register complaint, if any. After three months, no complaint will be recognized.

39. In case of a meeting or conference being desired between the officials of the company and a committee of engineers, a written notice stating the nature of the matter to be considered will be forwarded to the master mechanic, who will, as nearly as possible, fix a date and time at which a conference may be held.

40. No more engineers will be retained in the service than are necessary to handle the business with safety and despatch. Master Mechanic to decide after conferring with engineers' committee.

41. Comfortable sleeping houses, with wash room in connection, will be provided at terminals, supplied with mattresses, blankets and pillows, free of charge, which shall be under the control of locomotive foreman.

42. Any complaint made against engineers in work train service will not be sufficient cause for engineer's permanent removal until such complaint has been investigated by a representative of the mechanical department. This is to apply to men loaned temporarily to construction department.

43. Engineers hired hereafter by construction department, if transferred to operating department, will hold date on seniority list from time of such transfer; transfers from operating department to construction department will hold original date on seniority list.

44. Engineers will not be granted leave of absence for a longer period than six months, unless caused by reduction of staff or sickness, without losing seniority rights.

45. Engineers assigned to regular runs and to switching engines will be considered off duty from the time relieved at engine house until required for their regular duties, but when such men are available and are called in cases of emergency, they must turn out promptly. Men may follow assigned engines.

46. All complaints made by engineers against firemen must be made in writing.

47. Above articles and rates will not be varied unless by consent after thirty days' notice.

(Sgd.) R. B. DUNN,
F. H. RICHARDSON,
J. HARVEY HALL.

SCHEDULE "C"

TO THE REPORT — ENGINEER'S RATES OF PAY.

Passenger trains, per 100 miles or per day of 10 hours, overtime pro rata.

	Engineers.	
	Sen.	Jun.
Consolidation engines.....	3.40	3.10
Mogul, Atlantic, Pacific, 10 wheeler, 110% or over.....	3.25	2.95
Mogul, Atlantic, Pacific, 10 wheeler, 75 to 110%.....	3.15	2.85
All other engines.....	3.15	2.85
Freight, mixed and snow plow trains, per 100 miles, pr. per day of 10 hrs., overtime pro rata.		

Consolidation engines.....	3.75	3.40	Switching, per day of ten hours or less, \$3.00.
Mogul, Atlantic, Pacific, 10 wheeler, 110% or over.....	3.60	3.25	Hostlers, per day of ten hours or less, \$2.40.
Mogul, Atlantic, Pacific, 10 wheeler, 75 to 110%.....	3.50	3.15	Piloting, per 100 miles or ten hours, engineers' rates as per class of engine.
All other engines.....	3.40	3.05	Light running, freight rates.
SPECIAL SERVICE.			
Way Freight Trains, per 100 miles, or per day of 10 hrs., overtime pro rata.			"When engineers are required to dead-head over any portion of the road on orders of their superior officers to take engine or runs, they shall receive one-half schedule rate when dead heading on passenger, and full rate when dead heading on freight."
Consolidation engines.....	4.05	3.70	Watching and caring for engine per hour, 30c.
Mogul, Atlantic, Pacific, 10 wheeler, 110% or over.....	3.90	3.55	Held for special service, if time lost, 10 hours to be al- lowed per day of twenty-four hours, 30c.
Mogul, Atlantic, Pacific, 10 wheeler, 75% to 110%.....	3.80	3.45	Attending court at Company's request, if time lost, 10 hours to be allowed per day of twenty-four hours, 30c.
All other engines.....	3.75	3.40	(Sgd.) R. D. GUNN, J. H. HALL, F. H. RICHARDSON.
Work Trains, per 100 miles or per day of ten hours, overtime pro rata.			
Consolidation engines.....	3.45	3.10	
Mogul, Atlantic, Pacific, 10 wheeler, 110% or over.....	3.30	2.95	
Mogul, Atlantic, Pacific, 10 wheeler, 75% to 110%.....	3.20	2.85	
All other engines.....	3.10	2.75	

MR. F. A. ACLAND APPOINTED DEPUTY MINISTER OF LABOUR.

BY order-in-council bearing date of November 21, Mr. Frederick A. Acland, Secretary of the Department of Labour, was appointed Deputy Minister of Labour to fill the vacancy caused by the resignation of Mr. W. L. Mackenzie King, C. M. G., who on September 21 accepted

a nomination for the House of Commons. Mr. Acland had been Secretary of the Department since March 1st, 1907 and had acted as Deputy Minister during the various absences of Mr. King on special missions since that date.

ORGANIZATION OF THE CANADIAN BROTHERHOOD OF RAILWAY EMPLOYEES.

AT a meeting held at Moncton, N.B., during November, delegates from the various local unions of the International Brotherhood of Railway Employees, throughout the Maritime provinces and Quebec, decided to sever their affiliation with that Order and to form a purely Canadian Brotherhood of Railway Employees with headquarters at Halifax, N. S.

A grand council was constituted with A. R. Mosher, of Halifax as grand president; W. N. Collins of St. John, N. B., as grand vice-president; and M. McLean of Halifax as grand secretary-treasurer. A general Board of Supervision was also formed.

The classes enumerated below were designated as coming under the jurisdiction of the Order, namely: General office clerks, freight clerks, freight handlers, car checkers, roundhousemen, stationary engineers, stationary baggage-

men, policemen, ticket agents, fuel men, railway ferrymen, gatemen, watchmen, storekeepers, railway bridge builders, parlor, sleeping and dining car employees and lamp lighters.

The membership of the brotherhood is stated to be in the neighbourhood of 1,000, with local unions at all important stations on the Intercolonial Railway system.

A schedule of requests has been prepared and presented for consideration to the management of the Intercolonial Railway.

The cause of the establishment of this organization on a separate basis was stated to be dissatisfaction with the management of the International Union. The latter, it may be added, is not recognized by the American Federation of Labour or the Trades and Labour Congress of Canada, but is regarded by these bodies as a "dual" organization

PUBLIC TELEPHONES IN SASKATCHEWAN.

IN a recent speech, the Premier of the province of Saskatchewan outlined the policy of the government with regard to public telephones as follows:—"We propose to link together all the main towns in the province by trunk telephone lines to be constructed and conducted by a Department of the Government. And in addition we propose to assist the settlers to create their own telephone systems and link them up with our trunk lines. In a very short time there will be no community in Saskatchewan which really desires to have the telephone and whose people possess any enterprise at all that need be without the advantage of it. . . . By offering to supply poles free to every rural company that shows the enterprise necessary to go in for a local telephone plant we put within the ability of every locality in Saskatchewan the possession of its telephone system. The policy is the result of many days, yes, even weeks of the most

patient and anxious study by Francis Dagger, our expert. Over the rural end of the problem we spent many anxious hours. The scheme is our very own. We copied from nowhere because we could find no scheme in existence anywhere suited to Saskatchewan's conditions. Since we hit upon it and mapped it out, our scheme has been submitted to several telephone experts elsewhere and with no exception they have declared it to be the ideal solution of the problem of rural telephone service. The telephone programme must involve large initial expenditures. We must construct several hundreds of miles of trunk lines. We must purchase the Bell system and the Saskatchewan Company's system which centres at Moose Jaw. And the rural development must mean a large outlay by the Government because we will buy and pay freight charges upon every pole set up in the province."

THE PENNY BANK OF TORONTO—THIRD ANNUAL REPORT.

THE third annual report of the directors of the Penny Bank of Toronto, Ont., covering the twelve months ending June 30, 1908, was presented under date of September 14, 1908, and was recently issued to the public.

The policy of extending the operations of the bank to the schools of the province outside of Toronto was continued during the past year. A branch was opened in the public schools of Guelph, Ont., in March, 1908, and before the close of the school term over 1,000 accounts had been received, the aggregate amount deposited being \$947.18. The directors of the bank also addressed meetings of trustees and teachers of schools at Cobourg, Bowmanville, Whitby and Ottawa, with a view to the introduction of a system of school savings. It was stated that a growing spirit of interest had been manifested in the encouragement of thrift among the children of the schools and that still

more substantial progress is expected during the coming year.

The bank felt the pressure of the financial stringency during the past winter, over \$20,000 having been withdrawn during the winter months, or one-fifth of the total amount of money on deposit. Nevertheless the deposits have grown during the past twelve months from \$99,022.13 to \$100,862.99. Surplus funds in addition amount to \$7,417.93. Of the bank's total assets, \$102,076.65 in cash are deposited in the Post Office Savings Bank.

Since the bank was opened on April 1, 1905, there have been 596,564 deposits made and 22,594 new accounts opened. The average amount of deposits has been 25 cents, and of withdrawals \$3.71.

Mr. Hamilton Cassels, K.C., is president of the bank, and Mr. H. D. Lockhart Gordon, managing director.

ELECTRICAL RAILWAY STATISTICS FOR CANADA, 1901-08.

At a meeting of the Electric Railway Association of Canada, held at Ottawa, Ont., during November, Mr. J. L. Payne, Comptroller of Railway Statistics, of the Department of Railways and Canals, Canada, read a paper dealing with methods of collecting statistics relating to electric railways in Canada.

Electric railway statistics have been collected by the Dominion since 1901. On June 30, 1908, according to the Comptroller, the capital invested in the electric railways of Canada totalled \$86,929,606, compared with \$39,076,018 in 1901. There are at present 50 distinct systems operating 971 miles of main track line in Canada. In 1902, there were only 558 miles of main track line in the Dominion. From 1901 to 1908 the number of passengers carried increased from 120,934,656 to 298,937,609, or 147 per cent. Gross earnings of electric railways in 1907 amounted to \$12,-

630,430, compared with \$5,678,283 in 1901. Operating expenses were \$7,737,251 in 1907, or 61 per cent. of gross earnings, while net earnings were equal to 6 per cent. of the capital invested.

The Department of Railways and Canals is revising its system of collecting statistics with a view to making it uniform with that of the United States, in order that the widest possible comparisons may be readily made, the Interstate Commerce Commission of the United States having recently commenced the collection of electric railway statistics for the United States.

It has been decided by the Department of Railways that where steam railway systems have electrified only a portion of their lines no differentiation in statistics will be made. On the other hand, electric railways carrying on a general commercial business will be classified only with electric systems.

THE CEMENT INDUSTRY IN CANADA.

The following statement is quoted from a special article published in the Monetary Times, Toronto, of November 7, and is of special interest in view of the recent rapid increase in the use of cement for building purposes, and of the extent to which this product is now manufactured in Canada.

TAKING the latest official figures available, with reference to the cement industry in Canada, those, namely of the Dominion Department of Mines for 1907, the total quantity of cement made in the fifteen plants from which the Department received returns, is 2,413,513 barrels, as compared with a total of 2,152,562 barrels made in 1906, an increase of 260,951 barrels, or more than 12 per cent. The figures of two companies have to be added to these statistics. With these the amount is not likely to be increased by more than four or five per cent. The total sales were 2,368,593 barrels, as compared with 2,119,764 barrels in 1906, an increase of 248,829 barrels, or over 11 per cent. The total daily

capacity of the fifteen companies making returns was about 12,400 barrels, the other two companies having a daily capacity of 1,900 barrels, making a total capacity of 14,300 barrels per day. These companies are distributed as follows: One in Nova Scotia, one in Quebec, thirteen in Ontario, one in Alberta, and one in British Columbia. At least six other plants were in course of construction with a total proposed daily capacity of from 10,000 to 12,000 barrels.

Of the seventeen producing companies, twelve use marl and clay, four use limestone and clay, and one uses blast furnace slag. One other company, now in liquidation, but with completed plant, made cement from marl. Of the six plants being erected, four at least propose to use limestone.

Detailed statistics of production in 1906 and 1907 are as follows:—

	1906. Barrels.	1907. Barrels.
Portland cement sold.....	2,119,764	2,368,593
Portland cement manufactured	2,152,562	2,413,513
Stock on hand, January 1st....	269,558	299,015
Stock on hand, December 31st..	302,356	343,935
Value of cement sold.....	\$3,164,807	\$3,574,828

The average price per barrel at the works in 1907 was \$1.43. as compared with \$1.49 in 1906, and \$1.42 in 1905.

The imports of Portland cement into Canada in 1907 were:—

	Cwt.	Value.
Six months ending June.....	732,684	\$ 277,133
Six months, ending December...	1,621,520	\$ 560,387
The year 1907.....	2,354,204	\$ 837,520

This is equivalent to 672,630 barrels of 350 pounds each, at an average price per barrel of \$1.24. The duty is 12½ cents per hundred pounds. The imports in

1906 were equivalent to 694,503 barrels, valued at \$778,706, or an average price per barrel of \$1.12.

There is very little cement exported from Canada. The consumption is, therefore, practically represented by the Canadian sales, together with the imports.

The following is an estimate of the consumption of Portland cement for the past seven years:—

Year.	Canadian Barrels.	Imported Barrels.	Total. Barrels.
1901.....	317,066	555,900	872,966
1902.....	594,504	544,954	1,139,548
1903.....	627,741	773,678	1,401,419
1904.....	910,358	784,630	1,694,988
1905.....	1,346,548	917,558	2,264,106
1906.....	2,119,764	694,503	2,814,267
1907.....	2,368,593	672,630	3,041,223

A list of the Canadian cement companies is as follows:

COMPANY.	CAPACITY, BARRELS.	PRESENT ANNUAL OUTPUT, BARRELS.	TERRITORY IN WHICH OUTPUT IS MARKETED
Alberta Portland Cement Co., Ltd.	2,000 per day	300,000	Alberta, Saskatchewan and British Columbia
Belleville Portland Cement Co., Ltd	1,200 per day	.....	Ontario and Manitoba.
Brant Portland Cement Co., Ltd.....	.....	.....	(Have not commenced operations.)
Canadian Portland Cement Co., Ltd	.....	1,000,000	Ontario, Quebec, Manitoba and Saskat chewan.
Colonial Port and Cement Co., Ltd..	.....	.....	(This Co. has only recently commenced operations.)
Hanover Portland Cement Co., Ltd.	.....	90,000	Western Ontario and Western Provinces.
Imperial Cement Co., Ltd.....	.....	175,000	Ontario and Western Provinces.
International Portland Cement Co., Ltd.....	.....	3,000 (per day)	Eastern Canada.
Lakefield Portland Cement Co., Ltd	400,000 per an.	.....	Ont., Man., Sask., Que., and Maritime Provs.
Manitoulin Portland Cement Co., Ltd.....	.....	.....	(This Co. desires to sell its rights.)
National Portland Cement Co., Ltd.	.....	350,000	Ontario and Western Provinces.
Sun Portland Cement Co., Ltd.....	.....	140,000	Ontario and Western Provinces.
Sydney Cement Co., Ltd.....	.....	100,000	Eastern Canada, Newfoundland and Mexico.
Vancouver Portland Cement Co., Ltd.....	1,000 per day	.....	British Columbia.
Western Can. Cement & Coal Co., Ltd.....	.....	600,000	Winnipeg to Victoria, and Northwestern States.
Western Ont. Portland Cement Co., Ltd.....	.....	325 (per day)	.....

THE MONTREAL INDUSTRIAL CO-OPERATIVE SOCIETY, LIMITED.

IN the month of May, 1908; a society for the purpose of carrying on the trade of general dealers in household supplies on a co-operative plan began operations in Montreal under the title of

the "Montreal Industrial Co-operative Society, Limited." The society was incorporated, April 25, 1908, under the Quebec Syndicate Act of 1906. It began on a small scale, and with only 49 mem-

bers. At the present time, the membership has increased to 125, and the undertaking is reported by its officers to be in a fair way to success. The average turnover has been about \$1,200 per month, the establishment employing a salesman, with horse and delivery wagon, telephone, etc. The membership is almost wholly composed of workmen.

Rules.

The rules adopted by the society were based on those already in use by organizations where good management and prosperity prevail. Under their provisions, an entrance fee of 50 cents is charged, the same being added to the reserve fund. Forty shares are the maximum which may be taken up. The shares are valued at \$5.00, and they may be paid for at the rate of 50 cents per month. Shares are not transferable. Interest at the rate of five per cent. is to be declared on paid up capital, though the rate may be reduced with the sanction of the membership. After paying interest, taxes and working expenses, and after setting aside

such sum for the reserve fund and the reduction of fixed stock as the members may determine, with two per cent. of total profits for educational purposes, the balance is to be divided among the members in proportion to their purchases each quarter. The reserve fund is made up of entrance and withdrawal fees, fines, and the portion of profits all wed on the quarter's workings. The committee is given power to lease or purchase buildings for the purposes of the society. No person is eligible to serve as a committeeman who has not been a member for at least six months. The maximum salary of the manager of the store is placed at \$1,200 and of the secretary and treasurer at \$300. Other subjects dealt with by the rules are as follows:—

List of members, notices, withdrawal of dividends and interest, recovery of subscriptions, members' purchases, surplus cash, election and duties of officers, non-attendance of committeemen, suspension of officers, arbitration of disputes, expulsion of members, general and special meetings, etc., etc.

UNEMPLOYMENT IN GREAT BRITAIN—ACTION BY BRITISH GOVERNMENT.

DURING the autumn season of the present year, unemployment has reached painful proportions in Great Britain. According to reports in the press, demonstrations of the unemployed have been made, not only in London, but in not less than six hundred provincial centres. It has been estimated that approximately 1,000,000 men in all were out of work during the month of October, of which 150,000 were in London.

The problem, which in previous years was usually confined to the depth of winter and to particular localities, has been presented this year in the month of September, during the progress of harvest, and over a very wide area. Various causes have been cited as accounting for the phenomena, some of them seasonal and local, others arising out of recent oscillations in trade, and others connected with the aggregate volume of employ-

ment offering as a result of present economic conditions in Great Britain.

The demands voiced by the unemployed themselves took the form of a resolution passed at the various meetings to the following or similar effect:—

"RESOLVED, That the Government shall immediately on the reassembling of Parliament introduce legislation for the organization of labour, the reduction of the hours of the working day, and the expenditure of public money either directly by the government departments or by the subsidizing of local authorities on works of public utility and necessity."

The proportions reached by the evil aroused an extended discussion in the press of the country and elsewhere, including two lengthy debates in the House of Commons. Various measures of relief were suggested and applied. Most prominent among the steps thus taken was the action announced by the Rt. Hon. the Prime Minister in the closing week of October as the policy to be pur-

sued by the government as a means of alleviating the general situation.

Action by the Government.

In presenting his statement with regard to the proposed relief of the unemployed, the Prime Minister, at the outset, explained that the attention of the government had for the moment been devoted entirely to the special question of immediate urgency, the government's design being limited to tiding over the distress of the present and coming winter months. With the root of the evil, the government in the present measure did not profess to deal. In outline, the action proposed by the government was as follows: To permit the Post Office to take on 8,000 extra men during the Christmas season; to permit the War Office to accept 24,000 extra men for the special reserve; to permit the Admiralty to spend an additional £2,000,000 on work in the dockyards; to sanction the borrowing by local authorities of about £1,500,000 for new work, and to allow the central grant of last winter to be doubled, thus rendering available the sum of £300,000. It will be seen that the main provisions of the plan are those relating to the acceleration of the naval construction programme, the special enlistment device, and the augmentation of the loan to local authorities.

In further elucidation of the situation and of the policy of the government in matters of detail, the following extracts from an important speech delivered by the Hon. John Burns, President of the Local Board, may be given:—

They were, he admitted, confronted with a situation temporarily more acute than that of last year or the year before, but not so bad, in his judgment, as the winter that produced the Unemployed Workmen's Act. The depression in America hit this country very hard six or seven months ago. The North-east Coast dispute had involved those districts in difficulties. The American depression, the North-east Coast dispute, the cotton trade dispute, and the sudden collapse of shipbuilding had made it necessary for the Government to do more this year than they had done on previous occasions, and they decided, as far back as March, to accelerate all their efforts, to relax regulations, and to anticipate winter distress by the various methods to which he intended to refer. The causes of unemployment were numerous; they struck deep; they were social, economic, personal and political; they were the accumulation of ages, and no single act could be able to remove them. For three years the building trade had been depressed, and that trade had roved two-thirds of the men registered at the unemployed depôt. There were 1,250,000 men in the build-

ing trade, and he estimated that the men, women and children dependent upon that great industry numbered from 3½ to 4 millions, and all the auxiliary trades had suffered. That depression was due partly to the fact that there had been over-building in the past, and had occurred partly because some of the country's staple trades—coal, iron, steel, cotton and wool—had attracted cheap capital that ordinarily would have gone to the building trade. High rates of interest created unemployment to an extraordinary extent, and for the last three or four years local authorities had been unable to borrow at lower rates than 4, 5, 6, and sometimes even 7 per cent. In September, 1908, there were 16 per cent more labourers at work in the building trade than in September of last year; but there were 8 or 9 or 10 per cent fewer skilled artisans at work than there were a year ago. This year, in London, there were more unskilled labourers at work than there were last year; but the proportion of skilled artisans out of employment remained as large as before. He thought it advisable to do something that would at once bring the skilled artisan employment, and the Government selected loan work for that purpose. That had an advantage over other forms of employment in that the ordinary workman known to the contractor, the surveyor, or the engineer, got the first call according to his known character, ability and desert; the ratepayers got good work at a contract price; and malingering, which too often prevailed on State or municipal works, was avoided. The work was such as the ratepayers sanctioned; and if there were loss upon it there was dismissal, while if there were no bad result every one profited. On loan work less electoral influence was brought to bear upon councillors or members of Parliament, and the right men got the right work at the right place and the right time, without the demoralizing effect that too often occurred from recurring relief works. The Government claimed that it was best to anticipate distress by preventing it. In nine months of the present year the Local Government Board had sanctioned loans to the amount of £9,418,000, or more than during the whole of the previous year.

The First Commissioner of Works had thought that it was practicable to begin with their new offices in Parliament street some months sooner than had been intended, thereby spending a very large sum of money and finding employment for at least 100, and probably 200, men on the building. Beyond that they had decided to spend £10,000 on road-making. The Board of Agriculture had done their best in the eight or nine months since the Small Holdings Act was passed to acquire 14,000 acres for small holdings, and, anxious to have a beginning in afforestation, had purchased 13,000 acres for that purpose. The Office of Works had authorized the extension of the Tate Gallery and a number of other minor works. The Admiralty, who they were told were leaden-footed and tardy, had given employment to 2,100 men on repairs at a cost of £73,000, and had expedited orders to enable contractors to spend at least £200,000 sooner than they would have done, and contracts had been and would be fixed for the expenditure of £2,500,000 sooner than would otherwise have been the case. The War Office, in a similar manner, had done its best by not reducing work, by enlisting for the Special Reserve, and by giving work in the right direction. The Board of Trade, whose active operations in the provision of work could not immediately bear fruit, were considering, and, he trusted, devising, improved methods of securing information which might enable them to establish an efficient system of labour exchanges and bureaux (hear, hear), linked up in such a way all through the kingdom that they could be used as an auxiliary for helping the unemployed and for the purpose of migration, in some cases of emigration, for relationship of employer and employed, and, he hoped, for differentiating the honest workmen from those who were disinclined to work. In all these ways they anticipated that by March next they would have brought into fruitful development something like £5,000,000, or £2,000,000 more than was spent on the Lancashire cotton famine in 1862-3-4.

It had been asked why the local authorities had been chosen for this method. He was not in favour of the central authority, the State, at this moment, for a temporary emergency, a passing depression, while they were considering, pending the report of the Royal Commission, how best they could act. For instituting large State relief schemes the local authorities were the best, for the simple fact that there were so many of them, and because they could deal with a problem that was proportionately as acute sometimes in a village of 50 people as in a city of 5,000,000. They commanded resources for exceptional work better than a central State department could.

The last point was, what did the Government propose to do with regard to the relaxation of the provisions of the Unemployment Act. The Government first increased the grant to £300,000. They relaxed the existing regulations so as to allow (a) assistance to be given in proper cases to persons who had received Poor Law relief during the last 12 months, and (b) to remove the disqualification of persons who were assisted under the Act in each of the last two years. They would continue between now and March next to expedite the loans and bring more work into operation. They would press on the local authorities the need of executing further works during the winter, and would do their best to urge those people who could to make voluntary contributions. Beyond that he proposed to give a liberal interpretation as regards the character of the work to be aided out of the grant. And generally they hoped in a sane and practical and adaptable way to keep the situation between now and March next less acute than it would otherwise be.

The Outlook.

In addition to the action of the government, an important part is being taken

by the different municipalities in which the conditions are especially acute. As pointed out, the local government board has already sanctioned loans amounting to £1,500,000 to be expended on new public works. In addition, considerable sums—Glasgow leading the way—have been raised by voluntary subscription for application to the problem. The outlook, accordingly, may be regarded as having appreciably brightened during the past few weeks. Many agencies are at work to this purpose, and trade is reviving. Some good orders have been received by shipbuilders on the Clyde, and in other branches of employment a similar improvement has been noted. The evidence would show that conditions during the coming winter will be considerably less severe than had been originally anticipated.

CANADIAN GOVERNMENT ANNUITIES.

DURING November, a booklet was issued to the public of Canada, under authority of the Rt. Hon. the Minister of Trade and Commerce, drawing attention to the provisions of the Government Annuities Act passed at the last Session of the Parliament of Canada* and pointing out the opportunities offered thereunder to everyone of safeguarding against destitution in old age.

After describing the main features of the plan and setting forth its leading advantages the following illustrations are given as demonstrating the benefits accruing from an annuity contract.

A man beginning at 20 years of age, and paying 25 cents a week until he is 60, may provide an annuity (or income) for the remainder of his life of \$129.91.

A man beginning at 25, and paying 25 cents a week until he is 60, will receive \$99.34 at 60.

A man beginning at 30, and paying 25 cents a week until he is 60, will receive \$74.73 at 60.

A man beginning at 35, and paying 25 cents a week until he is 60, will receive \$54.90 at 60.

A man beginning at 20 with a cash payment of \$10, paying 25 cents a week, and adding \$10 every 5 years until he is 60, will receive an annuity of \$151.96 at age 60.

For a boy of 15, a payment of \$500 will secure him at 55, and for the remainder of his life, an annuity of \$220.60 or at 60 of \$323.50. And the same amount at the same age would secure a girl an annuity at 55 of \$202.95, or at 60 of \$289.05.

The annuities will be paid in equal quarterly instalments, the first payment to be made when the age specified is attained; and should the annuitant die before the first instalment of annuity becomes due, payments received will be returned with 3 per cent. compound interest added.

In case of death before 60, all payments made with 3 per cent. compound interest will be returned to the heirs.

Examples showing cost to males or females of deferred annuities, by weekly, monthly, quarterly, half-yearly, or yearly instalments, or by a single payment, or of immediate annuities, will be furnished by the undersigned on receipt of card (obtainable from any postmaster) giving particulars as to present age, the age at which annuity is desired to begin, and the amount of annuity required.

S. T. BASTEDO,

Superintendent Canadian Government Annuities
Department of Trade and Commerce, Ottawa.

*For a review of this Act, see the *Labour Gazette* for September, 1908, pages 301-2.

**LABOUR CO-PARTNERSHIP AS A MEANS OF SECURING INDUSTRIAL PEACE
—EXPERIMENT PROPOSED BY SIR CHRISTOPHER FURNESS, M.P.,
IN THE SHIPBUILDING INDUSTRY, GREAT BRITAIN.**

FOR some time past, periodical and disastrous trade dissensions have occurred in the shipbuilding industry of the north east coast of England. So acute was the disorganization caused thereby that the industry was stated to be threatened in some localities with destruction. Among the centres which have suffered most from the unrest is West Hartlepool, situated in the extreme north-east of England, and known the world over as a shipbuilding centre. One of the largest employers in the industry at that point is the firm of Furness, Withy & Co., of which Sir Christopher Furness, M. P., is chairman. The employees of this firm having taken occasion recently to approach the management with a request for an advance in wages, the company in reply stated that the demands made by the unions were exorbitant, and that it would be forced to cease operations if further wages concessions were exacted. As a strike was thereby rendered imminent, Sir Christopher Furness, with a view to the restoration of harmony and the placing of the relations of the firm with its employees on a permanently satisfactory basis, requested the workmen to appoint a number of delegates to meet him in conference and to receive certain proposals which he had to make with the above-mentioned objects in view.

The conference between the firm and the unions took place early in October. In addressing the delegates, Sir Christopher Furness assured them that it was impossible to carry on the business of the firm unless the incessant friction with its employees could be stopped. The works, he stated, would be closed down, if means could not be found of preventing strikes. A radical cure, he stated, must be applied to the situation as the company could not secure orders unless it could guarantee punctual delivery, and for this it was necessary to obtain an assurance against unforeseen interruptions of work. As a means of

securing this, Sir Christopher laid before the delegates two alternative proposals. In the first place, if the unions desired to carry on the business themselves, he stated that it would be sold to them at a price to be fixed by a recognized firm of assessors appointed by joint nomination. If, however, the unions did not wish to buy, they were invited, as a second alternative, to become partners in the business on a profit sharing basis, a works council or other accredited court of arbitration to be formed to settle all disputes.

The following is a resumé of the speech of Sir Christopher Furness in outlining the above proposals, as published in the Times, of London, England:—

Proposals of Sir Christopher Furness.

Sir Christopher Furness, in his address, to which he gave the title "Industrial Peace and Industrial Efficiency," said that he had invited the delegates to meet him in order that they might confer in a friendly way upon the present exceptionally grave crisis in the shipbuilding industry. His hope was that they might be able to arrive at a method whereby the relations between capital and labour might henceforth proceed upon a more harmonious footing. With the masters in one corner and the men in another—with forces opposed in battle array which ought to be in co-operation—the old basis was played out. These close federations outside the works spelled ruin to the shipbuilding industry. What was needed to-day was federation inside the works—a federation of good will between masters and men—harmony instead of discord.

THE CLAIMS OF LABOUR.

The active forces of the industrial world were usually represented as twins—Capital and Labour; but, for his part, they always resolved themselves into a trinity; Enterprise, Capital and Labour,

no one of which could well do without the other. When capital and labour came together at the summons of enterprise, they did not come together on the same footing, for labour was not in a position to share the risks which capital could afford to accept. Labour wanted a ready market; it must be able to dispose of its product quickly; it could not wait even until a ship was finished, not to say sold. The provision of this ready market was one of the services that capital rendered and for which capital had to be remunerated. He was convinced that the only basis on which capital and labour could enter into relations primarily was that of buyer and seller of a commodity called labour, and that all attempts to produce more satisfactory co-operation between the two forces must rest upon a recognition of this great central fact.

TWO OFFERS TO THE WORKMEN.

After discussing and dismissing the alternative of the employment of unorganized labour, Sir Christopher Furness proceeded to submit to the conference the two sets of proposals which he had to make. First, he said, the trade unions being capable, organized, powerful bodies, why should they not go into the business on their own account? They had got the capital and the organizing capacity—why not? “I offer to your unions, either singly or in combination, to hand over to them our shipyards at this port as going concerns for such sum or sums as may be determined by a recognized firm of assessors, appointed by joint nomination. My company would not be exacting, while you were in the preliminary stages—for part of the purchase money we would allow you ample time in which to turn round, and myself and my representatives would readily convey to you all the information at our command and such suggestions as might prove of service.” Having regard to the conditions of the industry, it was possible that upon consideration they might perceive certain difficulties and disadvantages calculated to prevent them from accepting this proposition. In such case there was before them his second proposition. “I in-

vite you to become limited co-partners in these ship-building yards, as distinct from the shipowning and other ramifications of the firm of Furness, Withy & Co. (Limited), on conditions which I will state. The initial condition is that the *employé*-partners should prove their good faith by becoming holders of special shares, to be called *employés'* shares, in the capital of the shipbuilding company owning the Middleton Shipbuilding Yard at Hartlepool and the Harbour Dockyard at West Hartlepool, under my chairmanship, paying for such shares by agreeing to a deduction of 5 per cent. from their earnings until the total amount of their shares is covered. For the 5 per cent. deduction so invested in the special shares, I have named, you would receive—whether the company divided any surplus profit or not—4 per cent. per annum as fixed interest. Such an arrangement would not interfere in the slightest degree with a workman's freedom of action, while a workman leaving the service of the company would be able to sell his shares to one or more of his fellow-*employés*, at an assessed, or, it may be, an arbitrated value, based on the market price of the day.” He went on to explain that the works would continue to be under the control of a board of directors, with the supreme power, as at present, vested in the chairman and managing director of the company. On the other hand, neither would the attitude of the company towards trade-unionism or the federation of employers be altered; hours of labour, rates of pay, etc., would be governed as at present.

PROFITS IN MANAGEMENT.

While the *employés* would continue to work and be paid according to trade-union regulations and rates and would, receive the 4 per cent. fixed interest on the shares which they had bought on the easy-payment system, there would be divided between them as holders of *employés* shares and the holders of the ordinary shares in the company whatever sum might remain after the apportionments for capital's interest (5 per cent.) and the depreciation, reserve and delevop-

ment funds had been provided—such amount being shared between them on the basis of their individual holdings, in addition to the fixed *minimum* interest of 4 per cent. per annum. If by reason of fat reserve funds the shares of the company rose in value, their own shares would benefit by similar accretions. In this way they would receive, not only a portion of the profit made upon their own labour, but also a share in the sums won by the foresight and initiative of enterprise and the staying power of capital. He proposed to set up a works council composed of an equal number of representatives of *employés* and of the firm, as a kind of court of reference and committee of counsel rolled into one. Its chief purposes would be the promotion of friendly communication between the firm and its labour partners on all affairs of common interest, and an important part of its duty would be to take into consideration on the instant, before any ill-temper had entered into them, all matters or incidents calculated to breed friction in all or any of the departments of the establishment. In addition to a representative from each trade employed in the works, he had invited to "this family council" the secretaries or local representatives of the numerous trade unions in the area who had members engaged in the works.

ARBITRATION IN DISPUTES.

He was anxious to introduce such a community of association and interest as to make differences and disputes improbable, and then, should differences and disputes, despite all precautions, arise, that they should be carried through to a settlement without those irritating and inflaming interruptions of business which entailed such costly punishment upon all, whether employer or *employé*. "In a sentence, it will be an imperative condition of the agreement that I propose to you that under no circumstances whatever shall the *employé* co-partners go on strike against the directions and decisions of their co-partners governing the administration of the business; that whatever be the causes of complaint that may arise against the management, the labour

co-partners shall, by their representatives, submit their objections in a friendly spirit, through the channel for friendly intercommunication, duly provided, and that every effort and artifice of amity shall be used by both parties to the dispute to bring it speedily to a close on the basis of mutual satisfaction and good-fellowship, it being understood always that a strike would overthrow the system." If, however, the methods of conciliation provided by the works council (or committee of counsel) failed to attain their object, the controversy in all matters in the major category would be left to be settled by a court of arbitration, to be composed of three members from either section of the works council and a referee (conceivably the County Court Judge for the district) nominated by the works council; or, if it was preferred, a court could be set up in the fashion provided by the machinery recently established by the President of the Board of Trade.

A lengthy discussion followed the speech of Sir Christopher Furness, and was renewed at subsequent meetings.

Action Taken.

Sir Christopher Furness had asked for a definite reply to his suggestion by November 26, and he received it at a still earlier period. After prolonged deliberation in private, a resolution was passed by the workmen's delegates approving the principle of the second or co-partnership scheme, and recommending its acceptance for an experimental period of twelve months by the various unions concerned; this recommendation to be subject to final endorsement by the Executives. Sir Christopher Furness later declared that he welcomed the idea of an experimental acceptance, as it was obvious that the consequent period of probation would be of great value as a time during which methods of avoiding all occasions of friction might be discovered, and in which thoroughly sound bases of co-operation might be established, before the new undertaking is fairly launched as an important element in the industrial world.

The members of the interested trades unions subsequently endorsed their delegates' acceptance of the co-partnership offer made by Sir Christopher Furness. The majority in favour of the proposition was 10 to 1.

Subsequently to the concluding of the negotiations, on the occasion of the formal inauguration of the new enterprise, Sir Christopher Furness, after explaining that there are three requisites to successful industry, namely—labour, capital and enterprise—announced, that, representing the last named requisite, he proposed to order twelve steamers for an-

other firm with which he is connected, thus insuring work for several thousand men during the next twelve months. If there are profits, they will be divided; if there is a loss, Sir Christopher undertakes to shoulder it in this first experiment.

The enterprise was launched with every evidence of good will on the part of all concerned. At the concluding proceedings of the inauguration a formal vote of thanks was moved by the general secretary of the workmen and passed unanimously to Sir Christopher Furness for his action in the matter.

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR, CANADA— THIRD QUARTER OF 1908.

IN the accompanying statistical table detailed information is presented relating to changes in rates of wages and hours of labour reported to the Department of Labour as having gone into effect during the months of July, August and September, 1908.

The General Result.

The quarter was characterized by steadiness insofar as wages of classes working under fixed schedules were concerned, there being very few changes reported to the Department. Among the less skilled branches, however, rates, though comparing favourably with the preceding quarter, were lower in tendency than at the corresponding period of 1907. This was particularly noticeable among inexperienced farm hands, railway construction employees and general labourers in the cities. Lumbermen engaged for the winter camps in Ontario and the eastern provinces accepted considerable reductions on last year's schedules and in British Columbia, though rates were unchanged from the preceding quarter, they were considerably lower than at the corresponding period of 1907. The building trades in certain quarters exhibited the same tendency, though not on any widespread scale.

Changes by Industries and Trades.

The following is a statement of the

changes in wages and hours of labour reported to the Department as having gone into effect during the third quarter of 1908, according to the several industries and groups of trades affected:—

Agriculture.—Wages during the harvesting season were for the most part on the same level as at the corresponding period of 1907, though a downward tendency was noted in some localities. In Ontario, wages of experienced agriculturists remained firm to upward, but inexperienced workmen were offering in large numbers than for some time past, and the outlook is that their wages will decline. A table showing the rates of wages prevailing in the Northwest Provinces during the harvesting and threshing period of 1908 was published in the *Labour Gazette* for November, at page 526, and the reader is referred thereto for detailed information.

Fishing.—The rates paid to salmon fishermen on the Fraser river during the season of 1908 were as follows:—

From March 1st to April 20th:

Red salmon.....	\$.08 per lb.
White salmon.....	.05 "
Steelheads.....	.05 "

From April 20th to June 1st:

Red salmon.....	\$.06 "
White salmon.....	.04 "
Steelheads.....	.04 "
Sockeyes.....	.25 per fish.

The number of men engaged in this industry was approximately 2,500, com-

pared with 3,000 last year, but the average individual earnings this year were higher than last year, being estimated at \$75.00, compared with \$50.00 for the year 1907, and \$100 in 1906.

Lumbering.—In connection with the hiring of men for the winter lumber camp

of Ontario and the eastern provinces, the wages offered were considerably lower than last year. This is illustrated in detail in the following table compiled from information furnished by the correspondents of the *Labour Gazette* in the localities mentioned:—

Locality.	Classes.	Wages, 1907, per month.	Wages, 1908, per month.	Remarks.
Newcastle, N.B.....	Choppers.....	\$30	\$26	Cut will be less than last year.
	Sawyers.....	28	22	
	Swampers.....	25	20	
	Teamsters.....	30	26	
Quebec, Que.....		\$28 to \$35	\$26 to \$30	Better choice of men this year.
Sherbrooke, Que.....		\$33 to \$35	\$28 to \$30	
Hull, Que.....	Road cutters.....		\$16 to \$20	Men are scarce, brought from outside.
	General hands.....		\$18 to \$24	
	Teamsters, rollers and choppers.....		\$24 to \$26	
	Average wages.....		\$20 to \$26	
Ottawa, Ont.....	Average wages.....		\$18 to \$26	Only experienced hands are engaged. 5,000 men hired this year, compared to from 12,000 to 15,000 last season. Wages 20 per cent year.
Sault Ste. Marie, Ont..	General hands.....	\$26 to \$38	\$18 to \$26	This class of labour scarce this year.

In British Columbia, conditions were generally unchanged from the preceding quarter (*).

Mining.—A number of mining companies granted increases to their employees under agreements arrived at after proceedings under the Industrial Disputes Investigation Act, 1907, or the Conciliation and Labour Act, 1906. Full reports of these proceedings and of the agreements signed have been already published in the *Labour Gazette*. Included in the list of companies affected were the Maritime Coal, Railway and Power Company, Ltd., whose employees to the number of 200, being members of Chignecto Lodge, No. 54, P. W. A., received increases¹; the Nova Scotia Steel & Coal Co., 1,750 of whose employees had their wages readjusted, some obtaining a material increase²; and the Cobalt Central Mining Co., who agreed to a rearrange-

ment of the hours schedule³. Thirty-five banksmen and 35 labourers employed at the Drummond colliery, Pictou Co., N. S., had their wages increased from \$8.40 to \$8.88 per week.

Manufacturing.—Wages scales were well maintained during the quarter, which was a period of steady, though slow improvement in the business outlook. The fruit and vegetable canning factories of Ontario had a very busy season, and wages were somewhat higher than in 1907, especially in the case of female employees.

Railway construction.—As the season advanced, employees in railway construction camps were in greater demand, and the tendency was towards a stiffening of rates, compared with the earlier months of the year. Compared with the same period of 1907, rates were lower and labour more abundant.

Building trades.—Wages were downward in tendency at certain points. At

* See the *Labour Gazette* for September, 1908, page 309-10.

¹ See the *Labour Gazette* for August, 1908, p. 160.

² See the *Labour Gazette* for September, 1908, p. 287.

³ See the *Labour Gazette* for September, 1908, p. 293.

CHANGES IN RATES OF WAGES AND HOURS OF

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY	Approx- imate Number of Work- people affected	Date from which change took effect.	PARTICULARS OF CHANGE.												
<i>Motormen and Conductors— Street Railway Employees.</i>	Quebec, Que.....	250	July 18	Wages increased as follows: <table><tr><td></td><td>Old Scale per hour</td><td>New Scale, per hour.]</td></tr><tr><td>1st year men.....</td><td>14½</td><td>16</td></tr><tr><td>2nd year men.....</td><td>16½</td><td>17</td></tr><tr><td>3rd year men.....</td><td>18</td><td>19</td></tr></table>		Old Scale per hour	New Scale, per hour.]	1st year men.....	14½	16	2nd year men.....	16½	17	3rd year men.....	18	19
	Old Scale per hour	New Scale, per hour.]														
1st year men.....	14½	16														
2nd year men.....	16½	17														
3rd year men.....	18	19														
<i>The Building Trades— Carpenters, joiners, painters and other mechanics and labourers.....</i>	Quebec, Que.....	37	Sept. 1	Wages increased from \$1.50 to \$1.75 per day; hours reduced from 45 to 42½ per week. La- bourers advanced from \$1.25 to \$1.50.....												
Carpenters.....	Ottawa, Ont.....	200	July 1	Wages reduced from 30c to 25c per hour.....												
Plumbers.....	Calgary, Alta	45	Aug. 1	Wages increased from 51½c to 54c per hour; hours reduced from 50 to 44 per week.....												
Granite cutters.....	St. George, N.B. .	100	Aug. 22	Hours reduced from 9 to 8 per day.....												

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES E., No. 24

LABOUR, CANADA, DURING THE THIRD QUARTER OF 1908.

ESTIMATED RATE OF WAGES PER WEEK.		ESTIMATED HOURS OF LA- BOUR PER WEEK.		CHANGE IN WAGES PER HEAD PER WEEK.		CHANGE IN WORKING HOURS PER HEAD.		MANNER IN WHICH CHANGE WAS BROUGHT ABOUT.
Before change.	After change	Before change.	After change.	Increase	Decrease	Increase	Decrease	
\$8.70	\$9.60	.....	.....	.90	.....	.....	.....	By voluntary concession on request of employees.
9.00	10.20	.....	.....	.60	.....	.....	.....
10.80	11.40	.....	.....	.60	.....	.....	.....
9.00	10.50	45	42½	.....	.....	.....	2½	By action of Hon. The Minister of Public Works for Quebec on petition of workmen.
7.50	9.00	.....	.....	.....	.....	.....	.....
16.20	13.50	.....	.....	.....	2.70	.....	.....	By order of employers.
25.75	23.76	50	44	.....	2.00	.....	.....	6 On request of employees.
.....	.....	54	48	.....	.....	.....	.....	6 After a strike.

London, Ont., for example, a number of bricklayers were working at from 32 to 43 cents per hour, though the union scale is 43 cents per hour. Hodcarriers, who formerly obtained from 22½ to 25 cents per hour, were this year working at from 18 to 25 cents per hour. At Ottawa, Ont., also, carpenters worked at 25 cents per hour for a considerable period, whereas the rate last year was 30 cents per hour. Bricklayers and masons at Berlin, Ont., also worked under reduced rates. On the other hand, the Minister of Public Works for Quebec advanced, the wages of a number of carpenters joiners, painters and other mechanics from \$1.50 to \$1.75 per day from September 1. In all, 15 hands of this class were affected; in addition, 22 labourers were increased from \$1.25 to \$1.50 per day. Hours of all were reduced from 45 to 42½ per week.

At Calgary, Alta., 45 plumbers and steamfitters had their wages increased from 51½ to 54 cents per hour, and their hours reduced from 50 to 44 per week.

Street railway employees.—At Quebec, Que., 250 street railway employees had their wages increased 1½c. per hour by voluntary concession.

General transport.—At St. John, N.B., an important agreement was signed between the Longshoremen's Association of that city and the marine department of the Canadian Pacific Railway and the Donaldson Line of steamers, of which the Robert Reford Company, Limited, is agent. The agreement was for five years, the object of the lengthy period being to ensure greater permanency in labour conditions than is possible under annual contracts. The wages scale fixed was 30 cents per hour in winter and 35 cents per hour in summer, with double

time for Sundays and certain public holidays. The summer rate is the same as that paid during the past summer, but is five cents an hour less than was paid in the summer of 1907. The winter rate is two and a half cents less than that which prevailed last winter. The association agreed to deposit the sum of \$1,000 with trustees as a guarantee of good faith. The full text of the agreement is printed in the article which immediately follows the present. About 700 men were involved.

Unskilled labour.—The wages of unskilled labourers remained stationary or slightly downward on contracts involving the employment of large numbers of this class. Odd job men could be employed at considerably lower rates than in 1907. There was an advance in rates in certain localities in the eastern provinces following the exodus of labourers to the Northwest in August, but this is a usual occurrence at the season. In a few localities, also, the scale was advanced in the case of labourers employed by the municipality. At Brantford, Ont., thirty workmen employed on street paving had their wages increased from \$1.50 to \$1.65 per day of 10 hours. At Regina, Sask., the wages of labourers in the employ of the city were reduced during the summer months on account of the number of unemployed, so as to enable the city to give work to as many as possible. From August 15th, however, the rate was voluntarily raised from \$1.50 to \$1.75, the number of unemployed having been largely reduced after the beginning of harvesting operations. Some 22 labourers at Quebec, Que., were affected by the action of the Hon. the Minister of Public Works for Quebec in increasing wages as above described.

RECENT INDUSTRIAL AGREEMENTS—ST. JOHN, N.B., LONGSHOREMEN.

A GREEMENT made this ninth day of September, A. D. 1908, between the representatives of the following steamship lines, doing business at the port of Saint John, in the Province of New Brunswick, namely, the Canadian Pacific Railway Company, and the Robert Reford

Company, Limited, agents of the Donaldson Line, and such other steamers that may come to their consignment, over which they may have control of the stevedore's work, of the first part; and the Longshoremen of Saint John, of the second part.

The parties hereto hereby jointly and severally covenant and agree to and with each other to stand to, perform and abide by the following articles of agreement:—

1. The parties of the first part agree to pay, and the parties of the second part agree to accept, the following schedules of wages for loading and discharging vessels at the port of Saint John, N. B.:—

Winter Schedule:—

During the winter months, from November 15th to

April 30, inclusive, in each year:

30 cents per hour for day and night work;

30 cents per hour for all work performed, in rigging and unrigging of gear;

40 cents per hour for handling bulk grain;

15 cents per hour for waiting when ordered out after seven o'clock p.m., until such time as discharged by the stevedore or foreman;

60 cents per hour for Sundays and Christmas.

Working day to consist of ten hours.

Summer Schedule:—

During the summer months, from May 1, to November

15, inclusive, in each year:

30 cents per hour for day and night work;

35 cents per hour for all work performed in rigging and unrigging gear;

45 cents per hour for handling bulk grain;

17½ cents per hour for waiting when ordered out after 7 p.m., until such time as discharged by the stevedore or foreman;

70 cents per hour for Sundays;

Working day to consist of nine hours;

Dominion day and labour day to be holidays.

2. Should the work on the steamer begin during the summer months and continue into the winter months, or begin in the winter months and continue into the summer months, the schedule of wage on such steamer shall continue the same as at the beginning of the work until she is completed.

3. No business manager to be allowed on the steamers, as it is found that his presence takes up the time of the men working.

4. The parties of the second part agree to deposit with John McAndrews and Walter E. Foster, as trustees, the sum of one thousand dollars, as a guarantee of the due performance of this agreement. The said sum shall be deposited with the trustees in the savings bank depart-

ment of the Royal Bank of Canada, at the city of Saint John aforesaid, and shall be applied by the trustees in payment in order of priority in time of any and all judgments, decrees or orders of any court in the province of New Brunswick, obtained by the parties of the first part, or any of them, against the parties of the second part, or any of them, for any default or defaults on the part of the parties of the second part in the due performance of this agreement. Upon the determination of this agreement, either by mutual consent of the parties hereto, or by the expiration of the time specified herein, the balance, if any, of the said sum of one thousand dollars, shall, with all accrued interest, be paid to the Longshoremen's representative.

5. This agreement shall become operative on the opening of winter navigation at the said port of Saint John about the fifteenth day of November, A. D. 1908, and shall continue in force for the period of five years from the fifteenth day of November, A. D. 1908; but the parties of the second part agree to accept the schedule of wages herein contained for any work they may be required to do by the parties of the first part, or any of them, between the date of these presents and the said fifteenth day of November, A. D. 1908.

In witness whereof the parties hereto have hereunto set their hands at the city of Saint John aforesaid, the day and year first above written.

Signed and delivered in triplicate in the presence of:—

(Sgd.) H. E. SCHOFIELD.

For the Canadian Pacific Railway Co.

(Sgd.) JNO. T. WALSH,

For the Robert Reford Co., Ltd.,

(Sgd.) WILLIAM J. GEAR,

(Sgd.) JOHN SULLIVAN,

President.

(Sgd.) F. W. MORRISON,

Business Agent for Longshoremen's Association.

FAIR WAGES SCHEDULE IN GOVERNMENT CONTRACTS AWARDED DURING THE MONTH OF NOVEMBER, 1908.

The following is a list of contracts awarded by the Department of Public Works, the Department of Railways and Canals and the Department of Marine and Fisheries, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

ADDITIONS to office and building at Experimental Farm, Ottawa, Ont; name of contractors, Doran and Devlin, Ottawa, Ont., date of contract, October 30, 1908; amount of contract, \$12,000.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Stonecutters.....	.44 per hour, 8 hrs. per day.
Bricklayers.....	.50 " 8 "
Masons.....	.50 " 8 "
Carpenters.....	.25 " 8 "
Joiners.....	.25 " 8 "
Stairbuilders.....	.25 " 8 "
Plasterers.....	.40 " 8 "
Lathers.....	\$1.50 per 1,000.
Painters and glaziers.....	.25 per hour, 9 hrs. per day.
Plumbers.....	.40 " 9 "
Steamfitters.....	.40 " 9 "
Tinsmiths.....	.28 " 9 "
Metal roofers.....	.28 " 9 "
Electrical workers.....	.25 " 9 "
Builders' labourers.....	.25 " 9 "
Ordinary labourers.....	.18 " 9 "
Driver, 1 horse; and cart.....	.25 " 10 "
Driver, 2 horses and wagon.....	.40 " 10 "

Alteration to post office building at Fort William, Ont; name of contractor, C. H. Sherwood, Port Arthur, Ont; date of contract, November, 19, 1908; amount of contract, \$7,450.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Stonecutters.....	.55 per hour, 8 hrs. per day.
Bricklayers.....	.57½ " 9 "
Masons.....	.57½ " 9 "
Carpenters.....	.30 " 10 "
Joiners.....	.32½ " 10 "
Stair-builders.....	.35 " 10 "
Plasterers.....	.50 " 9 "

Lathers.....	.03½ per yard.
Painters and glaziers.....	.27½ per hr., 10 "
Plumbers.....	.40 " 9 "
Steamfitters.....	.45 " 9 "
Tinsmiths.....	.37½ " 10 "
Metal roofers.....	.37½ " 10 "
Structural iron workers.....	.45 " 10 "
Electrical workers.....	.30 " 10 "
Builders' labourers.....	.22½ " 10 "
Ordinary labourers.....	.20 " 10 "
Driver, with 1 horse and cart.....	None.
Driver, 2 horses and wagon.....	.50 " 10 "

Public building at Emerson, Man.; name of contractor, S. Brown, Winnipeg, Man; date of contract, November 20, 1908; amount of contract, \$23,500.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Stonecutters.....	.55 per hour, 10 hrs. per day
Bricklayers.....	.55 " 10 "
Masons.....	.55 " 10 "
Carpenters.....	.30 " 10 "
Joiners.....	.35 " 10 "
Stair builders.....	.35 " 10 "
Plasterers.....	.50 " 10 "
Lathers.....	.35 " 10 "
Painters and glaziers.....	.30 " 10 "
Plumbers.....	.40 " 10 "
Steamfitters.....	.40 " 10 "
Tinsmiths.....	.35 " 10 "
Metal roofers.....	.35 " 10 "
Structural iron workers.....	.40 " 10 "
Electrical workers.....	.30 " 10 "
Builders' labourers.....	.22½ " 10 "
Ordinary labourers.....	.20 " 10 "
Driver, 1 horse and cart.....	.30 " 10 "
Driver, 2 horses and wagon.....	.45 " 10 "

Extension to wharf at St. John, N. B.; name of contractor, D. C. Clark, St. John, N. B.; date of contract, November 24, 1908; amount of contract \$287,633.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Foreman carpenter.....	\$ 3.00 per day of 9 hours.
Foreman of pile drivers.....	2.50 " 9 "
Timekeepers.....	2.00 " 9 "
Blacksmiths.....	2.00 " 9 "
Blacksmiths' helpers.....	1.50 " 9 "

Tug captain.....	60.00 per month and board
" engineer.....	60.00 per month and board
" fireman.....	35.00 " "
" deckhands.....	35.00 " "
Steam derrick engineer...	2.00 per day of 9 hours.
" fireman.....	2.00 " "
Ordinary labourers.....	1.75 " "
Driver, 1 horse and cart...	2.50 " "
Driver, 2 horses and wagon	4.00 " "

School of gunnery, Drill shed, at Quebec, Que; names of contractors, Dumais & Lachance, Ottawa, Ont; date of contract, November 26, 1908; amount of contract, \$45,895.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Carpenters.....	\$2.00 per day of 9 hours.
Joiners.....	2.25 " 9 "
Painters and glaziers.....	.23 per hour, 9 hrs. per day.
Bricklayers.....	.45 " 9 "
Stonecutters.....	.40 " 8 "
Masons.....	.35 " 9 "
Plasterers.....	.40 " 9 "
Lathers.....	2.00 per 1,000.
Plumbers and steamfitters	2.00 per day of 9 hours.
Sheet metal workers.....	2.00 " 10 "
Builders' labourers.....	.20 per hour, 9 hrs. per day.
Driver, 1 horse and cart...	3.00 per day of 10 hours
Driver, 2 horses and wagon	4.50 " 10 "

Department of Railways and Canals.

Closing of gap in Carillon Dam. Date of contract, November 25, 1908. Amount of contract, schedule rates. Contractors Quinlan, Robertson & Haney, of Montreal, Que.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Labourers.....	\$ 1.50 per day of 10 hours.
Labourers' foreman.....	2.25 " 10 "
Carpenters.....	2.00 " 10 "
Carpenters' foreman.....	3.00 " 10 "
Blacksmiths.....	2.00 " 10 "
Blacksmiths' helpers.....	1.50 " 10 "
Steam rock drillers.....	2.00 " 10 "
Boiler firemen.....	1.50 " 10 "
Steam derrickmen.....	2.00 " 10 "
Tug captain.....	50.00 per month and board
Tug engineer.....	60.00 " "
Tug fireman.....	35.00 " "
Tug deckhands.....	20.00 " "
Driver, 1 horse and cart...	2.25 per day of 10 hours.
Driver, 2 horses and wagon	3.50 " 10 "

Trimming slopes of Cornwall Canal. Date of contract, November 18, 1908. Amount of contract, schedule rates. Contractors, J. J. & V. S. Fallon, of Cornwall, Ont.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Foreman carpenter.....	\$ 2.75
Foreman labourers.....	2.50
Carpenters.....	2.25
Labourers.....	1.50
Team and driver.....	3.00
Horse, cart and driver....	2.25
Stationery engineer.....	2.00
Fireman.....	1.75

Supply and install hot air heating apparatus in new shops at Moncton, N. B., I. C. Ry. Date of contract, November 25, 1908. Amount of contract \$25,000.00. Contractors, B. F. Sturtevant Co. of Hyde Park, Massachusetts, U. S. A.

Trade or Class of Labour.	Rate of Wages, per day of 10 hours, Not less than:
Pipefitters.....	\$ 2.00
Common labourers.....	1.35
Builders' labourers.....	1.50

Construction of brick stores and office building at Rivière du Loup, Que., I. C. Ry. Date of contract, November 23, 1908. Amount of contract \$24,475.00. Contractors, Geo. St. Pierre & Co. of Fraserville, Que.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Masons.....	\$ 3.00
Stonecutters.....	3.00
Painters and glaziers.....	2.00
Blacksmiths.....	2.00
Sheet metal workers.....	2.25
Stationery engineers.....	1.75
Stationary firemen.....	1.25
Concrete layers.....	1.50

Bricklayers.....	3.50
Carpenters.....	2.00
Structural steel workers..	2.50
Riveters.....	2.25
Builders' labourers.....	1.50
Common labourers.....	1.25
Driver, 1 horse and cart..	2.00
Driver, 2 horses and wagon	3.00
Roofers.....	2.00
Plumbers and steamfitters	\$2.50 per day of 9 hours.

Erection of freight shed at Beaver Brook, N. B., I. C. Ry., Date of contract, November 2, 1908. Amount of contract, \$750.00. Contractors Joseph & James Goulett, of Charlo Station, N. B.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Foreman.....	\$ 2.50
Carpenters.....	1.75
Painters.....	1.75
Labourers.....	1.25
Driver, 1 horse and cart...	2.00

Erection of freight shed and platform Bathurst, N. B. Date of contract, November 2, 1908. Amount of contract, \$3,977.00. Contractor, James A. Goulett, of Charlo Station, N. B.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Foreman carpenter.....	\$ 2.25
Carpenters.....	1.75
Painters.....	1.75
Tinsmiths.....	1.75
Bricklayers.....	3.00
Labourers.....	1.25

Erection of coal shed and trestle at Mulgrave, N. S. Date of contract, November 7, 1908. Amount of contract \$4,284.00. Contractor, F. L. Dixon, of Sydney, N. S.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Carpenters.....	\$ 1.75
Common labourers.....	1.35
Driver, 1 horse and cart.	2.00

Furnishing and installing electric lighting plant in power house of I. C. Ry., at Stellarton, N. S., etc., Date of contract, November 20, 1908. Amount of contract, \$12,515.00. Contractors, Canadian General Electric Co., Ltd., of Halifax, N. S.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Labourers.....	\$ 1.35
Wiremen.....	1.75
Electric foreman.....	2.25

Erection of combined freight shed and baggage and oil room, and enlargement of Station at Doaktown, N. B. Date of Contract, November 20, 1908. Amount of contract, \$1,335.00. Contractors, H. & F. D. Swim, of Doaktown, N. B.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
General foreman.....	\$ 3.00
Masons.....	2.50
Bricklayers.....	3.00
Carpenters.....	1.75
Plasterers.....	2.50
Painters.....	1.75
Builders' labourers.....	1.50
Common labourers.....	1.25
Driver and 2 horses.....	3.00
Driver and 1 horse.....	2.00

Erection of extension to freight shed and platform at St. Romuald, Que., I. C. Ry. Date of contract, November 23, 1908. Amount of contract, \$400.00. Contractors, Cloutier and Gaudreau, of l'Islet, Que.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Foreman.....	\$ 2.25
Carpenters.....	1.75
Painters.....	1.75
Metal roofers.....	1.75
Labourers.....	1.25

Department of Marine and Fisheries.

The construction of a wooden light-house tower at Eatonville, Cumberland county, Nova Scotia. Name of contractor, A. H. Dyas of Parrsboro, N. S. Amount of contract, \$675. Date of contract, 16th, day of October, 1908.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:
Carpenters.....	\$1.75 per day of 10 hours.
Painters.....	1.75 " 10 "
Bricklayers.....	3.00 " 10 "
Labourers.....	1.35 " 10 "

Post Office Department.

The following orders for supplies were given subject to the regulations for the

suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions.

Nature of Order.	Amount of Order.
Making metal dating stamps and type, and making other hand stamps and brass crown seals.....	\$1,076.87
Making and repairing rubber dating stamps and type, also other stamps.....	33.34
Supplying stamping material and wooden boxes, and repairing stamping pads.....	908.42
Supplying mail bags.....	7,215.45
Repairing mail bags.....	1,147.99
Making and repairing mail locks and supplying mail bag fittings.....	695.20
Repairing portable letter boxes, railway mail clerks' tin travelling boxes, parcel receptacles and street letter boxes.....	79.50
Making and repairing miscellaneous articles of postal stores.....	19.50
Making and supplying articles of official uniform.....	629.05

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of home-land entries made, land patents issued, etc., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada.

THE following table gives a detailed return of immigrant arrivals during the first seven months of the present fiscal year:—

TOTAL IMMIGRATION TO CANADA FROM APRIL TO OCTOBER, 1908

	1907				1908			
	Males.	Females	Children	Totals	Males	Females	Children	Total
APRIL:								
Via ocean ports.....	24,972	5,052	4,414	34,438	13,637	3,809	3,223	20,669
From the United States.....	5,131	2,103	2,379	9,613	5,678	1,531	1,877	9,086
Totals.....	30,103	7,155	6,793	44,051	19,315	5,340	5,100	29,755
MAY:								
Via ocean ports.....	24,744	7,153	6,858	38,755	9,245	4,208	3,692	17,145
From the United States.....	3,749	1,522	1,651	6,922	3,922	1,209	1,307	6,438
Totals.....	28,493	8,675	8,509	45,677	13,167	5,417	4,999	23,583
JUNE:								
Via ocean ports.....	18,107	7,171	7,041	32,319	4,924	3,392	2,436	10,752
From the United States.....	2,806	1,279	1,239	5,324	2,877	1,047	961	4,885
Totals.....	20,913	8,450	8,280	37,634	7,801	4,439	3,397	15,632
JULY:								
Via ocean ports.....	11,841	4,695	4,410	20,946	2,927	2,788	1,736	6,851
From the United States.....	2,760	1,455	1,180	5,395	2,685	1,004	792	4,481
Totals.....	14,601	6,150	5,590	26,341	5,612	3,192	2,528	11,331
AUGUST:								
Via ocean ports.....	8,584	4,431	3,921	16,936	2,035	1,858	1,505	5,398
From the United States.....	2,160	1,077	839	4,076	3,027	907	750	4,684
Totals.....	10,744	5,508	4,760	21,012	5,062	2,765	2,255	10,082
SEPTEMBER:								
Via ocean ports.....	8,085	4,055	3,064	15,204	2,407	1,588	1,143	5,400
From the United States.....	1,954	1,019	880	3,853	2,984	976	729	4,689
Totals.....	10,039	5,074	3,944	19,057	5,391	2,834	1,872	10,096
OCTOBER:								
Via ocean ports.....	6,939	3,640	3,018	13,597	1,666	1,610	1,228	4,504
From the United States.....	2,435	1,139	1,072	4,646	2,582	1,030	973	4,585
Totals.....	9,374	4,779	4,090	18,243	4,248	2,640	2,201	9,089
Grand Totals.....	124,267	45,791	41,966	212,024	60,596	26,627	22,352	109,575

COMPARED WITH THE CORRESPONDING MONTHS OF 1907.

DECREASE OR INCREASE.								Percentage of Decrease, Increase	
Decrease Males.	Increase Males.	Decrease Females	Increase Females	Decrease Children	Increase Children	Decrease Totals	Increase Totals	Decrease	Increase
11,335	547	1,243 572		1,191 502		13,769 527		40 5	
10,788		1,815		1,693		14,296		32	
15,499	173	2,945 313		3,166 344		21,610 484		56 7	
15,326		3,258		3,510		22,094		48	
13,183	71	3,779 232		4,605 278		21,567 439		67 8	
13,112		4,011		4,883		22,006		58	
8,914 75		2,507 451		2,674 388		14,095 914		67 17	
8,989		2,958		3,062		15,009		57	
6,549	867	2,573 170		2,416 89		11,538	608	68	15
5,682		2,743		2,505		10,930		52	
5,678	1,030	2,197 43		1,921 151		9,796	836	64	22
4,648		2,240		2,072		8,960		47	
5,273	147	2,030 109		1,790 99		9,093 61		67 1	
5,126		2,139		1,889		9,154		50	
33,671		19,164		19,614		102,449		48	

British Emigration Returns.

During the month ended September 30th, 1908, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING SEPTEMBER, 1908-07.

Nationality.	1908	1907
English.....	5,043	9,080
Welsh.....	103	(*)
Scotch.....	1,559	2,708
Irish.....	378	846
British Colonial.....	438	(*)
Total of British origin.....	7,521	12,634
Foreign.....	1,371	2,971
Total.....	8,892	15,605

During the nine months ending September, 1908, the number of passengers leaving the United Kingdom, as above mentioned, was as follows:

EMIGRATION FROM GREAT BRITAIN DURING JANUARY-SEPTEMBER, 1908-07.

Nationality.	1908	1907
English.....	18,128	17,757
Welsh.....	174	(*)
Scotch.....	3,308	3,055
Irish.....	795	1,161
British Colonial.....	4,347	(*)
Total of British origin.....	26,752	21,973
Foreign.....	16,433	11,347
Total.....	43,185	33,320

Homestead Entries During September, 1908.

The following statement shows the number of homestead entries made in September, 1908, compared with September, 1907.

(*) Not separately distinguished in 1907.

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF SEPTEMBER, 1908, AS COMPARED WITH SEPTEMBER, 1907.

Agency.	1908	1907	Increase	Decrease
Battleford.....	424	460	.....	36
Brandon.....	15	2	13	
Calgary.....	462	105	357	
Dauphin.....	606	52	554	
Edmonton.....	930	285	645	
Estevan.....	387	50	337	
Humboldt.....	601	294	307	
Kamloops.....	35	6	29	
Lethbridge.....	670	149	521	
Moose Jaw.....	984	375	609	
New Westminster.....	3	4	.....	1
Prince Albert.....	767	101	666	
Regina.....	400	212	188	
Red Deer.....	288	169	119	
Winnipeg.....	763	40	723	
Yorkton.....	599	91	508	
Total.....	7,934	2,395	5,539	37

It will be seen that there has been an increase of 5,539 in the number of homestead entries made in September, 1908, or compared with September, 1907.

A statement of the homestead entries made during the first nine months of the calendar year 1908, compared with the corresponding period of 1907, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES, JANUARY-SEPTEMBER, 1908-07.

Month.	1908	1907	Increase	Decrease
January.....	1,453	1,111	342	
February.....	1,420	1,033	387	
March.....	1,869	1,859	280	
April.....	2,987	2,594	393	
May.....	2,773	3,253	.....	480
June.....	3,247	4,574	.....	1,327
July.....	2,815	3,690	.....	875
August.....	1,859	2,814	.....	955
September.....	7,934	2,395	.....
Total.....	26,357	23,053	6,941	3,637

It will be observed that there has been a net increase of 3,304 in the number of homestead entries during the first nine months of 1908, as compared with the same months of 1907.

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia during the month of September, 1908, were as follows.

Nationalities.	No. of Entries.
Canadians from Ontario.....	983
" Quebec.....	233
" Nova Scotia.....	47
" New Brunswick.....	19
" Prince Edward Island.....	26
" Manitoba.....	495
" Saskatchewan.....	386
" Alberta.....	250
" British Columbia.....	20
Persons who had previous entry.....	483
Newfoundlanders.....	1
Canadians returned from the United States...	108
Americans.....	1,636
English.....	954
Scottish.....	310
Irish.....	98
French.....	125
Belgians.....	31
Dutch.....	6
Italians.....	2
Rumanians.....	24
Serbian.....	7
German.....	123
Austro-Hungarians.....	912
Danish.....	14
Swedes (other than Icelanders).....	26
Icelanders.....	99
Norwegians.....	160
Finnish.....	130
Russians (other than Mennonites and Doukhobors).....	218
Mennonites.....	2
Doukhobors.....	.....
Chinese.....	.....
Japanese.....	.....
Persians.....	2
Australians.....	2
New Zealanders.....	.....
Hungarians.....	2
Total.....	7,934

representing 19,874 souls.

Of a total of 1,744 entries made in September, 1908, by persons coming from the United States, there were 493 from North Dakota, 348 from Minnesota, 105 from Wisconsin, 96 from Iowa, 92 from Washington, 91 from Michigan, 59 from Illinois, 52 from South Dakota, 42 from Montana, 40 from New York, 32 each from Kansas, Nebraska and Utah, 23 from Oregon and 21 each from California, Ohio and Pennsylvania and 31 from Missouri.

Lands Patented in September, 1908.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, issued by the Department of the Interior during September, 1908, is as follows:—

LANDS PATENTED DURING SEPTEMBER, 1908.

Nature of Grant.	September, 1908.	
	No. of Patents.	No of Acres.
Alberta Ry. and Irrigation Co.'s sales.....	.....	.....
British Columbia homesteads.....	2	255.80
British Columbia sales.....	.....	.....
Coal lands sales (316 acres, under rights.....)	1	311.90
Commutation grants.....	3	96.29
Homesteads.....	620	98,679.10
Hudson's Bay Co.'s grants.....	.....	.....
Manitoba Act grants.....	3	101.82
Mineral rights (104 acres).....	2	.....
North West half-breed grants.....	3	544.52
Parish sales.....	1	11.32
Quit claim special grants.....	.....	.....
<i>Railways:..</i>		
Calgary and Edmonton Ry.....	6	747.71
Canadian Northern Railway.....	13	6,675.52
Can. Pac. Ry. grants.....	19	16,243.40
Can. Pac. Ry. grants, Souris branch.....	3	618.13
Grand Trunk Pac. Ry.....	62	11,950.31
Man. South Western Col. Ry.....	80	282,645.30
Qu'Appelle, Long Lake & Sask. Rd. & Steamboat Co.....	4	639.00
Sales.....	35	3,143.89
School lands sales.....	4	555.67
Special grants.....	3	65.52
Yukon Territory sales.....	1	.....
Totals.....	865	423,285.20

In September, 1907, the number of patents issued was 1,368, covering an area of 208,728.80 acres, showing a decrease for the month of September, 1908, of 503 in the number of patents issued but an increase of 214,556.40 acres in the area patented.

Land Sales.

The following is a statement of the farm land sales made by the Canada Northwest Land Company, Limited, during the month of October, 1908, compared with the sales of October, 1907, and for the

year 1908, to October 31st., compared with the corresponding period of 1907:

LAND SALES OF CANADA NORTHWEST
LAND COMPANY.

	Acres	Price obtained.
October, 1908.....	1,388.54	\$ 14,167.30
October, 1907.....	8.52	86.52
Increase, 1908.....	1,380.82	\$ 14,080.78
From Jan. 1, to Oct. 31, 1908...	8,065.54	\$ 89,756.02
From Jan. 1 to Oct. 31, 1907....	14,819.50	169,449.49
Decrease, 1908.....	6,753.96	\$ 79,693.47

Notes.

An increase in the influx of American land seekers was reported.

The sale of farm lands by the Hudson Bay Company for the quarter of the year ending September 30 amounted to 5,400 acres for £12,600, compared with 6,659 acres for £17,400 in the corresponding period of 1907.

INDUSTRIAL ACCIDENTS DURING THE MONTH OF NOVEMBER, 1908.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment, and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The Department is also indebted to the Bureau of Mines of Ontario and British Columbia, to the office of the factories inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 322 individual work people in Canada during the month of November, 1908, were reported to the Department of Labour. Of these 124 were fatal and 198 resulted in serious injuries. In addition 4 fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before November 1908.

In the preceding month there were 79 fatal and 162 non fatal accidents re-

The Board of Trade of Great Britain has issued a general report for 1907 on the tables issued from time to time concerning the passengers to and from the United Kingdom. Since 1898, when the number was 205,171, the passengers outward to non-European countries have increased considerably each year, reaching 634,949 last year. The inward movement has fluctuated, but since 1898 has generally increased the total of 139,346 in 1898, comparing with 293,633 in 1907. Of last year's outward passengers, 250,687 or 39 per cent., contracted to land at ports within the British Empire, 185,831 going to Canada, 23,264 to British South Africa, 25,067 to Australia and New Zealand, 8,601 to India and Ceylon, and 7,924 to other British states and possessions. The remaining 384,262 included 366,396 or 58 per cent., bound for the United States. As compared with 1906, these figures show an increase of 44,045 in the number of passengers to Canada, and an increase of 27,784 in the number to the United States.

ported, a total of 241, and in November 1907, there were 142 fatal and 230 non fatal accidents, a total of 372. The number of total accidents reported in November, 1908, is therefore 45 more than in the preceding month and 18 less than in November, 1907. The number of non-fatal accidents reported in November 1908, was 36 more than in the preceding month and 32 less than in November 1907. Altogether there were 71 more industrial accidents reported in November, 1908, than in the preceding month and 50 less than in the same month of the preceding year.

Of 141 returns received during the month giving the ages of the victims of industrial accidents 11 referred to persons under twenty-one years of age, 30 to persons between twenty-one and forty-five and 7 to persons over forty-five, 94 persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:—

STATEMENT OF ACCIDENTS DURING NOVEMBER, 1908, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed.	Injured.	Total.
Agriculture.....	14	22	36
Fishing and hunting.....	2		2
Lumbering.....	8	11	19
Mining.....	9	16	25
Building trades.....	2	24	26
Metal trades.....	3	31	34
Woodworking trades.....		7	7
Clothing trades.....	1	1	2
Food and tobacco preparation.....		3	3
Leather trades.....	1		1
Railway service.....	56	36	92
Navigation.....	9	5	14
General transport.....	9	12	21
Civic employees.....		5	5
Miscellaneous.....	6	9	15
Unskilled labour.....	4	16	20
Total.....	124	198	322

Nature of Fatalities and Accidents.

An appalling feature of the month was the number of workmen who lost their lives in a course of their employment through explosions of dynamite, no fewer than eighteen railway construction hands alone having been killed from this cause. In one accident, seven hands were killed; in another, four; in another, three; and in each of two others, two. Railway collisions also caused eight deaths during the month. There were also reported the death of three steamboat hands through the explosion of the boiler of the steamer *Temiscaming* on Lake Temiscaming; the killing of two workmen by the breaking of a portion of a derrick near Glen Miller, Ont; the death of three train hands in a derailment near Lytton, B. C.; the killing of two miners at the Beaver Mine at Cobalt, Ont; the drowning of two fishermen in Lake Manitoba, Man; and the killing of two section-men at Carberry, Man.

Dynamite Explosion near Dryden, Ont.

On the afternoon of Tuesday, November 3, a premature explosion of dynamite took place in a pit near Webster's camp,

eighteen miles north of Dryden, Ont., instantly killing seven railway construction hands and dangerously injuring four others.

Dynamite Explosion at Port Daniel, Que.

On November 13, an explosion of dynamite occurred at Port Daniel, Que., on the line of the Atlantic and Lake Superior Railway, in which four men were killed and three others seriously injured. There were three crews working on a tunnel at Port Daniel and as the night crew were coming to work at midnight a blast was being set off. The man in charge had taken some dynamite from a box and made the charge ready, after which he threw the box on the ground, supposing it to be empty. The explosion followed, with the results above mentioned.

Explosion of Dynamite near Ingolf, Ont.

On Tuesday morning, November 3, a dynamite explosion took place at camp No. 20 on the Grand Trunk Pacific Railway, about twenty-four miles north of Ingolf, Ont., instantly killing three workmen and seriously injuring another.

Explosion near Kenora, Ont.

At Parson's railway construction camp, near Kenora, Ont., an explosion which occurred in a powder house instantly killed two men. One of the men had gone into the house to thaw some dynamite. The other was cutting wood near the building.

Rear-end Railway Collision near Bowmanville, Ont.

On the night of November 5, a rear-end collision occurred between two light engines near Bowmanville, Ont., in which two train hands were instantly killed, another dying from his injuries a few days later. A fourth member of the train crew was seriously injured. A loaded freight train was taking water a mile and a quarter from Bowmanville station. In its rear engine 747 running light was waiting to push it over the

grade.] Behind this on the same track engine 423 approached and owing to a fog the driver did not see the rear lights of the freight. The engine accordingly crashed into engine 747, killing the engineer of engine 423, his fireman and the foreman of the water service.

Steamboat Disaster on Lake Temiscaming.

On November 10, the boilers of the steamer Temiscaming blew up as the vessel was nearing Temiscaming Landing on her regular trip from Haileybury, Ont., causing the instant death of two firemen belonging to the vessel. Three passengers were also killed and eight others dangerously scalded and injured.

Collision Between Trolley Cars near Vancouver, B. C.

At midnight, on November 7, in a dense fog, a head on collision occurred near Gladstone, a station not far from Vancouver, between two electric cars running between Vancouver and New Westminster, B. C. The motormen on both cars were killed and several passengers were more or less injured. The accident was ascribed to the negligence of a switchman who forgot that the car bound into Vancouver had not passed when the coach from Vancouver reached the end of the double track and gave the motorman an order for a clear line into New Westminster.

Fatality near Glen Miller, Ont.

On November 13, at the construction of the Trent Canal near Glen Miller, about three miles north of Trenton, Ont., a large derrick had just lifted and discharged a rock and was returning empty, when without warning the goose-neck iron broke. The supports of the derrick gave way and the boom came down instantly killing two workmen and seriously injuring another.

Railway Wreck near Lytton, B. C.

On the morning of November 17, the engineer, fireman and brakeman were

killed in the wreck of a freight train which ran into a washout near Lytton, B. C. The locomotive and three cars plunged over the bank into a gully.

Mining Disaster at Cobalt, Ont.

On November 16, two miners were knocked from the bucket in which they were descending into the Beaver Mine at Cobalt, Ont., and fell to the bottom of the shaft, being instantly killed. The cause of the accident was described as follows: The heavy crosshead which follows the bucket down stuck in the guides close to the deck. Afterwards becoming loose it descended with great force, breaking the clamp on the cable which is designed to prevent the crosshead from getting too close to the bucket. The crosshead then struck the deceased in the bucket, causing their fall.

Wreck on Canadian Pacific Railway near Pontypool, Ont.

On November 23, as a freight train was standing at a siding about four miles west of Pontypool, Ont., a double header from the east crashed through an open switch into the standing train, instantly killing the engineer, fireman and brakeman of the leading engine and seriously injuring the engineer and fireman of the second locomotive.

Drowning of Two Fishermen in Lake Manitoba.

On November 13, while two fishermen were on the ice a quarter of a mile from shore setting their fish nets near Fisher Bay in Lake Manitoba, about sixty miles north of Gimli, Man., they broke through the ice and were both drowned.

Killing of Two Sectionmen at Carberry, Man.

On November 26, two sectionmen were sweeping the snow out of the frog in the railway yards at Carberry, Man. Not hearing the approach of the Brandon local train, they were run down by it and instantly killed.

Record by Industries and Trades.

Agriculture.—During November, 1908, there were 14 fatal and 22 non-fatal accidents in this industry, compared with 21 killed and 18 injured in October, 1908 and 23 killed and 25 injured in November, 1907. Three of the deaths each were due to runaways and to being run over, 2 each to live stock and to falling material, and 1 each to a collision, to drowning, to machinery and to flying material. Of the serious accidents 8 were due to falls, 7 to live stock, 2 each to runaways and to tools and 1 each to falling material, to an explosion and to being run over.

Fishing.—Two fishermen were drowned in Lake Manitoba while attending to their nets. There were no accidents in October, 1908, and there were 2 fatalities in November of last year.

Lumbering.—Death by accident occurred to 8 workmen in this group during November, 1908, while 11 others were injured. In the previous month there were 2 killed and 5 injured, and in November, 1907, 10 killed and 10 injured. The 8 deaths were caused by falling material. Six of the injuries were caused by falling material, 2 each by falls and machinery, and 1 by flying material.

Mining.—There were 9 killed and 16 injured in this industry during November, 1908, compared with 10 killed and 15 injured in October, 1908, and 13 killed and 20 injured in November, 1907. Three each of the fatalities were due to being struck by mine cars and to falling material, 2 to falls and 1 to machinery. Seven workmen were seriously wounded in explosions, the injuries of 4 others were due to mine cars, 3 to falling material and 1 each to machinery and to a fall.

Building trades.—During November, 1908, there were 2 fatalities caused by falls, and 24 workers were injured. In the preceding month the record was 5 killed and 2 injured, and in November, 1907, 6 killed and 23 injured. Fourteen of the accidents were caused by falls from scaffolds, 4 by falling material, 2 each by falls from buildings and by other falls and 1 each by being burned by boiling tar and by flying material.

Metal trades.—In these trades 3 workmen were killed by accident and 31 injured in November last, compared with 1 killed and 24 injured in October, and 8 killed and 37 injured in November of last year. One each of the fatalities was due to electric shock, to flying material and to machinery. Of the accidents, 13 were due to machinery, 6 to falling material, 4 to molten metal, 3 each to explosions and to falls and 1 each to flying material, to live stock and to an elevator.

Woodworking trades.—Seven workmen were injured during November, 4 by machinery and 3 by flying material, compared with 5 injured in the preceding month and 14 injured in November, 1907.

Clothing trades.—A boot and shoe worker at Ancienne Lorette, Que., was caught in belting and killed, and 1 workman was injured in a machine. There were no accidents in October and 2 injuries in November, 1907.

Food and tobacco preparation.—During November, 1908, 3 workmen were injured, 1 each by tools, by boiling maple sugar and by machinery. In October, 7 were injured and in November, 1907, 1 killed and 13 injured.

Leather trades.—A tanner in Quebec, Que., had his head caught in machinery and was killed. There were no accidents in the previous month nor in November, 1907.

Railway service.—Among railway employees there were 56 killed and 36 injured in November, 1908, compared with 27 killed and 18 injured in October, and 51 killed and 26 injured in November, 1907. Of the deaths, 18 were due to explosions of dynamite, 16 to being run over, 6 to collisions, 5 to derailments, 3 to falling material, 2 each to falls, to explosions of boilers, to being caught between cars and 1 each to being struck by a passing object and to being struck by a locomotive. Eight of the other accidents were due to collisions, 6 to derailments, 5 each to being caught between cars, to falls and to explosions of dynamite, 2 each to being run over and to falling material and 1 each to a flying object, to machinery and to escaping steam.

Navigation. — During November, 9

DEPARTMENT OF LABOUR CANADA,
STATISTICAL TABLE SERIES F., No. 61.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF NOVEMBER, 1908.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Agriculture—				
Farmer.....	Ripley, Ont.....	Nov. 2	1	In a runaway.
".....	Castleton, Ont.....	" 3	1	In a cave in of earth.
".....	Repentigny, Que.....	" 3	1	In collision with street car.
".....	Kincardine, Ont.....	" 11	1	In a runaway.
".....	Waskada, Man.....	" 17	1	Drowned, fell into well while drawing water.
".....	Pincher Creek, Alta.....	" 26	1	Kicked on head by horse.
".....	Ste. Louise, Que.....	" 26	1	Tree fell on him.
Farm hand.....	Goderich, Ont.....	" 6	1	Trampled by a cow.
".....	Carman, Man.....	" 7	1	Run over by loaded wagon.
".....	Ridgetown, Ont.....	" 14	1	Fell on portable circular saw.
".....	Capetown, Ont.....	" 23	1	Struck by piece of bursting fly-wheel.
Farmer's son.....	Granum, Alta.....	" 1	1	In a runaway.
Farmer's wife.....	Hullett Tp, Ont.....	" 4	1	Run over at a railway crossing.
Dairyman.....	Rugby Junction, Man.....	" 24	1	Struck by train at crossing.
Fishing and Hunting—				
Fishermen.....	Gimli, Man.....	" 20	2	Drowned, broke through ice while setting nets.
Lumbering—				
Logger.....	Near Smith's Falls, Ont.....	" 2	1	Branch fell on him.
".....	Restigouche, N.B.....	" 5	1	Tree fell on him.
".....	Horton, Que.....	" 10	1	Tree fell on him.
".....	Navin Centre, Ont.....	" 10	1	Tree fell on him.
".....	Cardew Channel, B.C.....	" 13	1	Log rolled on him.
".....	Lawrenceville, Que.....	" 23	1	Tree fell on him.
".....	Haliburton Tp., Ont.....	" 28	1	Tree fell on him.
".....	Little Forks, N.S.....	" 28	1	Tree fell on him.
Mining—				
Miner.....	Chignecto, N.S.....	" 2	1	Struck by runaway box.
".....	Estavan, Sask.....	" 6	1	By fall of coal.
".....	Cobalt, Ont.....	" 17	2	Fell from bucket down shaft.
".....	Michel, B.C.....	" 7	1	Run over by coal train.
".....	Sydney, N.S.....	" 25	1	Run over by coal train.
".....	Cobalt, Ont.....	" 27	1	Heavy steam drill fell on him.
Quarryman.....	Kingston, Ont.....	" 20	1	Struck on head by derrick boom.
Oil worker.....	Petrolia, Ont.....	" 7	1	Iron pole fell on head.
Building Trades—				
Plumber.....	St. Prime, Que.....	" 6	1	Fell 135 feet from steeple.
Carpenter.....	Ottawa, Ont.....	" 16	1	Fell 24 feet from scaffold.
Metal, engineering and shipbuilding trades—				
Lineman.....	Owen Sound, Ont.....	" 4	1	Electrocuted.
Rolling mill worker.....	Montreal, Que.....	" 10	1	Struck by iron projected from a machine.
Stationary engineer.....	Lethbridge, Alta.....	" 10	1	Caught in shafting.
Clothing Trades—				
Boot & shoe worker.....	Ancienne Lorette, Que.....	" 24	1	Caught in belting.
Leather Trades—				
Tanner.....	Quebec, Que.....	" 6	1	Head caught in machinery.
Railway Service—				
Conductor.....	Montreal, Que.....	" 3	1	Run over by train.
".....	Blenheim, Ont.....	" 23	1	Struck on h'd by pole while staking cars.

DEPARTMENT OF LABOUR CANADA,
STATISTICAL TABLE SERIES F., No. 61.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF NOVEMBER, 1908.

Trade or Industry	Locality.	Date.	No.	Cause of Fatality.
Engineer.....	Near Bowmanville, Ont.....	Nov. 6	1	In collision.
".....	Lytton, B.C.....	" 17	1	In derailment.
".....	Near Pontypool, Ont.....	" 23	1	In head on collision.
".....	St. Hyacinthe, Que.....	" 20	1	Fell from engine and run over.
Fireman.....	Lytton, B.C.....	" 17	1	In a derailment.
".....	Rideau Junction, Ont.....	" 18	1	In a derailment.
Fireman.....	Melville, Sask.....	" 17	1	In a derailment.
".....	Near Pontypool, Ont.....	" 23	1	In head on collision.
Brakeman.....	Wolseley, Sask.....	" 13	1	Run over by train.
".....	Myrtle, Ont.....	" 2	1	Run over by train.
".....	Brighton, Ont.....	" 6	1	Run over by train.
".....	Bagot, Man.....	" 10	1	Run over by train.
".....	Winnipeg, Man.....	" 11	1	Run over by train.
".....	Orillia, Ont.....	" 13	1	Run over by train.
".....	Lytton, B.C.....	" 17	1	In derailment.
".....	Near Pontypool, Ont.....	" 23	1	In head on collision.
".....	Winnipeg, Man.....	" 24	1	Run over by train.
".....	St. Hyacinthe, Que.....	" 21	1	Run over by train.
".....	Raymond, Alta.....	" 11	1	Run over by train.
".....	Madawaska, Ont.....	" 27	1	Run over by train.
".....	Lindsay, Ont.....	" 26	1	Run over by train.
Yardman.....	Near Winnipeg, Man.....	" 3	1	In an explosion of gasoline.
".....	Campbellton, N.B.....	" 12	1	Run over by train.
".....	Digby, N.S.....	" 15	1	Caught between cars.
Inspector of pumps.....	Bowmanville, Ont.....	" 6	1	In collision.
Asst. inspector of pumps.....	Bowmanville, Ont.....	" 6	1	In collision.
Car shop hand.....	Winnipeg, Man.....	" 7	1	Heavy timber fell on him.
Tuber.....	Toronto, Ont.....	" 20	1	Locomotive tube exploded.
Construction hand.....	Near Kenora, Ont.....	" 1	2	Explosion of dynamite.
".....	Emerson, Man.....	" 2	1	Pile driver fell on him.
".....	Near Dryden, Ont.....	" 3	7	Explosion of dynamite.
".....	Ingolf, Ont.....	" 6	3	Explosion of dynamite.
".....	Port Daniel, Que.....	" 14	4	Explosion of dynamite.
".....	Skeena River, B.C.....	" 18	2	Explosion of dynamite.
".....	Biggar, Sask.....	" 23	1	Cave in of gravel.
Sectionman.....	Tecumseh, Ont.....	" 13	1	Run over by train.
".....	Stratford, Ont.....	" 17	1	Crushed by engine against building.
".....	Carberry, Man.....	" 26	2	Run over by train.
".....	Calgary, Alta.....	" 24	1	Struck by engine.
Foreman of repair gang.....	St. Catharines, Ont.....	" 20	1	Fell head first from bridge.
Navigation.....				
Longshoreman.....	Montreal, Que.....	" 6	1	Fell into hold of vessel.
Captain.....	Off Labrador, Que.....	" 4	1	Drowned, fell overboard.
".....	Kingston, Ont.....	" 26	1	Fell from ladder to wharf.
Firemen.....	Lake Temiscaming, Que.....	" 10	2	Explosion of boiler.
".....	Montreal, Que.....	" 11	1	Drowned, fell overboard.
Shipwright.....	Esquimault, B.C.....	" 17	1	Fell 20 feet from scaffold.
Deckhand.....	Port Arthur, Ont.....	" 23	1	Fell 25 feet into hold.
Pilot.....	Quebec, Que.....	" 18	1	Fell between ship and wharf.
General Transport—				
Motormen.....	Vancouver, B.C.....	" 8	2	In head on collision.
Teamster.....	Ste. Anne de la Perade, Que.....	" 6	1	Struck by train at crossing.
".....	Marysville, N.B.....	" 4	1	In a runaway.
".....	Fort William, Ont.....	" 5	1	Piano fell on him.
".....	Montreal, Que.....	" 23	1	In collision with street car.
".....	Guelph, Ont.....	" 4	1	Crushed to death against a gate.
".....	Victoria, B.C.....	" 24	1	In a runaway.
Expressman.....	Toronto, Ont.....	" 14	1	Fell from wagon.
Miscellaneous—				
Janitor.....	Toronto, Ont.....	" 10	1	By explosion of gas.
Derrickmen.....	Trenton, Ont.....	" 13	2	Derrick boom fell on them.
Cement worker.....	Longue Pointe, Que.....	" 10	1	Fell 30 feet from scaffold.
Civil engineer.....	Chilliwack, B.C.....	" 21	1	Drowned while crossing river on raft.
Dye worker.....	Montreal, Que.....	" 28	1	By explosion of gasoline.

DEPARTMENT OF LABOUR CANADA
STATISTICAL TABLE SERIES F., No. 61.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF NOVEMBER, 1908.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
<i>Unskilled Labour—</i>				
Labourer	Hamilton, Ont.	Nov. 3	1	Tree fell on him.
"	London, Ont.	" 11	1	Fell 40 feet.
"	Pointe Anne, Ont.	" 5	1	Fell from scaffold.
"	Brandon, Man.	" 4	1	By cave-in.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN NOVEMBER, 1908.

Fisherman	La Have River, N.S.	Oct. 31	1	Drowned, dory upset.
Miner	Sydney Mines, N.S.	" 29	1	By fall of coal.
"	Eustis, Que.	" 31	1	By premature blast.
Bridge repairer	Emerson, Man.	" 29	1	Pile driver toppled over on to him.

workers in this group were killed and 5 injured, as against 5 killed and 4 injured in the previous month, and 13 killed and 7 injured in November, 1907. Five of the deaths were caused by falls and 2 each by drowning and by the explosion of a boiler. Two each of the accidents were caused by falls and by falling material and 1 by machinery.

General transport.—There were 9 killed and 12 injured in November, 1908, compared with 13 injured in October, and 4 killed and 12 injured in November, 1907. Three of the deaths were due to collisions, 2 to runaways and 1 each to being struck by an engine, to falling material, to being crushed by a vehicle and to a fall. Five of the accidents were due to falls, 3 to collisions and 1 each to a runaway, to being caught between two vehicles, to live stock and to falling material.

Civic employees.—Four of these employees were injured at fires and 1 by a fall during November. In October there

were 3 injured and in November, 1907, 3 also were injured.

Miscellaneous.—Six were killed and 9 injured in November, 1908, compared with 4 killed and 11 injured in the preceding month and 7 killed and 12 injured in November of last year. Of the 6 deaths, 2 each were caused by explosions and by a falling derrick and 1 each by drowning and by a fall. Two of the accidents were caused by elevators and 1 each by flying material, by railways, by machinery, by a tool, by a fall, by a collision and by an explosion.

Unskilled labour.—Four of these workers were killed and 16 injured during November, compared with 4 killed and 14 injured in October and 4 killed and 3 injured in November, 1907. Two of the deaths were due to falling material and 2 to falls. Ten of the accidents were due to explosions, 3 to falling material and 1 each to flying material, to a tool and to being run over.

TRADE DISPUTES DURING THE MONTH OF NOVEMBER, 1908.

THE only trade disputes in Canada during November causing a cessation of work on the part of a large number of employees occurred at Quebec, Que., and Aurora, Ont., shoe workers being involved in both cases. No cessation of in-

dustry through strikes or lockouts was reported in any other portion of the country, the only dispute remaining unsettled at the end of October having been terminated on Monday, November 2.

Analysis of Trade Disputes During the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during November was 3, a decrease of 1 compared with the previous month, and a decrease of 5, compared with November, 1907. About 3 firms and 819 employees were affected by these disputes, 2 firms and about 419 employees being involved in the new disputes of the month.

Loss of time of working days.—The loss of time to employees through trade disputes during November amounted approximately to 5,715 working days compared with a loss of about 37,880 days in October, and 19,275 days in November, 1907.

Trades affected by new disputes.—The following table shows the trades affected by new disputes during the month, and the number of workpeople affected.

Trade.	No. of Disputes.	No. of Workers.
Clothing trade.....	2	419

Localities affected by new disputes.—One new dispute of the month took place in the province of Quebec, and the other in Ontario.

Cause of disputes.—The following were the causes of the new disputes of the month.

Cause.	No. of Disputes.
Against new scale of wages following introduction of new machinery.....	2

Methods of settlement.—All the three disputes in existence during November were terminated in the course of the month. In two cases work was resumed on the employers' terms without negotiations, and in the third case a temporary settlement was effected by negotiations between the parties concerned.

Results of disputes.—The employers were successful in two of the disputes which were terminated, and in the third case a compromise was effected.

Strike of Papermakers at Grand Mère, Que.

A strike of papermakers at Grand Mère, Que., which began on October 16, was the only trade dispute in Canada reported to have been in existence at the close of that month. This dispute arose out of sympathy with striking papermakers in the United States, the men alleging that the Company had been supplying paper to the mills of the International Paper Company, where a strike was in force. The local branch of the International Brotherhood of Papermakers was involved in this dispute. According to a report received from the men, the mills at Grand Mère were reopened on October 26, and it was stated by the Company that on November 2 the entire plant was started as an "open shop". Most of the employees returned to work on the Company's terms, the rest of the strikers seeking work elsewhere. The local branch of the International Brotherhood of Papermakers was disbanded. According to the men, about 400 employees were involved in the dispute, about 150 being directly concerned, while the remainder were thrown out of work by the closing of the mills. It was stated by the Company, however, that about 1,000 men were affected.

New Disputes.

The only two new disputes of the month reported to the Department were both in the boot and shoe making industry, one having occurred at Quebec, Que., and the other at Aurora, Ont.

Strike of Shoe Lasters at Quebec, Que.

On November 3, about 40 lasters employed by the John Ritchie Company, Limited, at Quebec, Que., declared a strike, alleging that they had suffered a decrease in wages in consequence of the introduction of a new pull-over machine.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES C., No. 95.
TABLE OF TRADE DISPUTES DURING THE MONTH OF NOVEMBER 1908.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.		Date of commencement.	Date of termination.	Result.
			Directly.	Indirectly.	Directly.	Indirectly.			
			Di-rectly.	Indi-rectly.	Fe-Males.	Fe-Males.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.									
Miscellaneous trades— Paper makers.....	Grand Mère, Que....	In sympathy with striking paper makers in the United States..	1	.....	150	.....	250	.....	Oct. 16... Nov. 2... Work resumed at mills under "open shop" conditions; Paper Makers' Union was disbanded.
DISPUTES WHICH BEGAN DURING THE MONTH.									
Clothing trades— Shoe lasters.....	Quebec, Que.....	Shoe lasters objected to new scale of wages following introduction of new machinery.....	1	.....	40	....	185	.....	Nov. 3... Nov. 19... Work resumed under temporary arrangement; lasters to receive \$2 per day until they can earn \$15 per week on piece work. Question of wages to be submitted to arbitration for final settlement.
Shoe lasters.....	Aurora, Ont.....	Men objected to new scale of wages following introduction of new machinery.....	1	.....	8	....	71	.....	Nov. 9... Nov. 14... Lasters resumed work at rate of wages first offered by firm.

* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned. Mention moreover, is not made of disputes involving less than six employees, or of less duration than 24 hours.

The rest of the Company's employees, to the number of about 300 were indirectly affected by the strike. Work was resumed on November 19 under a temporary arrangement by which the lasters were to receive \$2 per day, until they had acquired enough skill on the new machines to make \$15. per week. It was agreed by both parties to submit the matter for dispute to arbitration for final settlement.

Strike of Shoe Lasters at Aurora, Ont.

On November 9, eight shoe lasters employed by the Underhill & Sisman Shoe Manufacturing Company at Aurora, Ont., declared a strike on account of their

dissatisfaction with a new schedule of wages put into force on the introduction of new machinery. About 71 other employees were indirectly affected by the dispute. On November 14, work was resumed on the terms first offered by the Company, and it was claimed by the firm that all parties were seemingly satisfied, the trouble appearing to have been due to lack of knowledge on the part of the lasters of the working out of the new system.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of October, and which have been reported to the Department.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during November, 1908.

ONTARIO REPORT.

Municipal Statistics.

Annual Report of the Bureau of Industries for the Province of Ontario, 1907. Part III, Municipal Statistics, Toronto. King's Printer, 1908. Pages, 143.

THE municipal population of Ontario in 1907 was 2,200,363, an increase of nearly 58,000 over the previous year. The total municipal taxes imposed amounted to \$19,529,258, being at the rate of \$8.88 per head, or 17 mills on the dollar. The extent of municipal ownership of public utilities in Ontario is shown from the fact that, in 1906, gas or electric lighting plants aggregating in value \$1,810,646, were owned and operated by 12 cities, and similar plants having an aggregate value of \$2,065,901, were owned and operated by 72 villages and towns.

MANITOBA REPORT.

Industrial Conditions in Manitoba.

Report of the Department of Public Works for the year ending December 31, 1907. Winnipeg: King's Printer, 1908. Pages, 61.

In the Report of the Department of Public Works of Manitoba for 1907, an account is given of the work performed

in the construction of roads, drains and bridges throughout the Province. A new departure in the construction of bridges was the use of concrete for piers and abutments. A flooring of concrete instead of timber was also tried on one bridge with satisfactory results.

One of the most important public works carried on in Manitoba has been the construction of drains for the improvement of agricultural lands. In 16 districts, comprising 2,075 square miles, 1,346.5 miles of drains have been dug, benefiting 1,327,994 acres.

The Provincial Factory Inspector reports that 706 inspections were made during the year, and only 4 girls and 2 boys under age were found employed. There was only one case of working overtime without a permit. Permits for overtime were given to 6 dressmaking and millinery shops, for from 5 to 10 days at Christmas and Easter. Only 5 accidents in factories were reported to have occurred, all of which were due to carelessness on the part of the injured person, and not to defective protection of machinery. Changes in machinery for the better protection of employees were ordered in 45 cases. It is noted that the factories as a whole were very much improved in both safety and sanitation.

BRITISH REPORTS.

Trade Returns.

Annual Statement of the Trade of the United Kingdom with Foreign Countries and British Possessions, 1907 Supplement to Volumes I and II. Abstract and detailed tables showing Countries of Consignment of Imports and Countries of Ultimate Destination of Exports. London: Wyman & Sons, 1908. Pages 472. Price, 3s. 6d.

The official returns of the trade of the United Kingdom for 1907 show that the value of merchandise imported into the country during that year amounted to £645,807,942, of which £491,102,400 came from foreign countries, and £154,705,542 from British Possessions and Protectorates. Merchandise to the value of £553,865,858 was retained in the United Kingdom, the remainder being re-exported. In 1906, the total merchandise imported amounted to £607,888,500. Imports from British Possessions and Protectorates increased nearly £15,000,000 from 1906 to 1907, while from foreign countries the increase was nearly £23,000,000. The exports from the United Kingdom to foreign countries amounted to £288,698,327 in 1907, compared with £254,234,060 in 1906, and the exports to British Possessions and Protectorates amounted to £137,336,756 in 1907, compared with £121,341,278 in the previous year.

Employment of Children.

Report on the Employment of Children in the United Kingdom, by Constance Smith (member of the Committee on Wage-Earning Children). British Association for Labour Legislation. London: The Twentieth Century Press. Pages, 32. Price, 6d.

An interesting report on the employment of children in Great Britain has been drawn up by Miss Constance Smith, by the request of the British Section of the International Association for Labour Legislation, in response to a list of questions issued by the International Labour Office. It is shown that while school attendance is compulsory for children from the ages of five to fourteen, a child of twelve years may obtain total or partial exemption from school in England and Wales, if he holds a certificate of proficiency, or has attended school 300 times for five years. In Scotland, the local school board may exempt children from

twelve to fourteen years of age at discretion. It is estimated that about half a million children of school age are working for wages. The census reports for 1901 give the number of children of school age as 6,829,031. The employment of children as half-timers, or as wage-earners liable to attend school full time, was strongly condemned by the teachers, and street trading for children of school age was also opposed as causing physical and mental and moral deterioration.

UNITED STATES REPORT.

Wages, Hours of Labour and Cost of Living.

Bulletin of the Bureau of Labour, No. 77. July, 1908. Washington, D. C. Government Printing Office, 1908. Pages, 424.

An investigation conducted by the United States Bureau of Labour into the wages and hours of labour of employees in 4,169 establishments in the principal industries of the United States shows that the average wages per hour were 3.7 per cent. higher in 1907 than in 1906 and the hours of labour per week were 0.4 per cent. lower. The retail prices of food weighted according to consumption in representative workingmen's families were 4.2 per cent. higher in 1907 than in 1906. The purchasing power of an hour's wages, as measured by food, was therefore diminished by about one-half of 1 per cent. For a number of years there has been a general increase in wages and in prices of food, but the increase has not been uniform. A full week's earnings would purchase 0.9 per cent. less food in 1907 than in 1906; 0.1 per cent. more than in 1905; 1.1 per cent. more than in 1904; 0.3 per cent. less than in 1903, and 3.0 per cent. more than in 1902. While the expenditure on the food upon which these estimates are based constitutes nearly half the expenditures for all purposes in a workingman's family, no statistics are given for other items which enter into the cost of living.

"OTHER REPORTS RECEIVED."

Canada.—Report of the Secretary of State of Canada for the year ended De

ember 31, 1907, and the first three months of the year 1908.

Ontario.—Annual Report of the Live Stock Associations of the Province of Ontario, 1908.

The Yearly Report of the Royal Psychiatric Clinic at Munich for the year 1904-1905. Translated and arranged by the Medical Staff of Rockwood Hospital for the Insane, Kingston, Ont.

Alberta.—Second Annual Report of the Department of Education of the Province of Alberta, 1907.

Great Britain.—Statistical Abstract for the United Kingdom in each of the last fifteen years from 1893 to 1907.

Statistics of Proceedings under the Workmen's Compensation Acts, 1897 and 1900, and 1906, and the Employers' Liability Act, 1880, during the year 1907.

Annual Statement of the Navigation and Shipping of the United Kingdom for the year 1907.

United States.—Interstate Commerce Commission. Accident Bulletin No. 28, April, May and June, 1908, and the year ending June 30, 1908.

Austria.—Protokoll der zweiundzwanzigsten Sitzung des Arbiterbeirates, am 16 Juli, 1908.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopsis of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different provinces of Canada.

Action Against Grand Secretary of Provincial Workmen's Association.

IN connection with the granting of an injunction to restrain the officers of the Provincial Workmen's Association from dealing with the funds of the Order* Mr. John Moffatt, the grand secretary of the association, was placed under arrest on a charge of perjury on information laid by certain members of the Order in favour of amalgamating the Order with the United Mine Workers of America. Mr. Moffatt on appearing before the stipendiary magistrate was admitted to bonds. Later in the month he was committed to stand trial at the next sitting of the Supreme Court. A number of witnesses were examined at the preliminary inquiry and voluminous evidence was taken. At the subsequent trial the accused was honourably acquitted.

QUEBEC CASES.

In the case of A. Gignac, Magog, Que., who was charged at the instance of the Canadian Federation of Textile Workers with having fraudulently retained \$800

belonging to the association and also the books of Branch No. 4 of the Federation, judgment was recently rendered, being in part as follows:

"After reviewing the lengthy evidence and argument of counsel on both sides, the Court discharged the accused for the reasons which are summarized below:

"(1) The pretended dismissal of the accused as Secretary-Treasurer of Local No. 1 of La Federation des Ouvriers Textiles du Canada was irregular and illegal, the meeting of the 25th of May, at which a motion dismissing the accused was passed, being irregularly called and held by a dissenting body of the Union without the knowledge of the President or Secretary of the branch; because no reasons for such dismissal were shown, or even alleged; because the motion in question—which was not seconded—was made by one Wilfrid Paquette, of Montreal, who was not de facto a member of the Magog branch.

"(2) The accused had been regularly elected Secretary-Treasurer of Locals 1, 4 and 11, Magog, on the 20th of November, 1907, for a period of one year, and is still legally the Secretary-Treasurer of said branches.

"(3) The proof shows that the accused was Secretary-Treasurer of all three branches, Nos. 1, 4 and 11, and that the books and effects in his possession are the joint property of all three branches, and that the sum of money alleged to be in his hands—some \$800.00—is the joint property of all three, and that the same set of books were used for keeping the accounts and the minutes of the different branches, hence his alleged dismissal by branch No. 4, even if otherwise regular, could not give rise to an obligation to account for and to surrender to branch No. 4 the monies and property he held in common for the three branches.

"(4) No proper demand to surrender these books and effects was ever made upon the accused, the person making it having failed to produce such authorization as he held.

"(5) La Federation des Ouvriers Textile du Canada had no legal right, as in this instance, to demand an account from the defendant, nor to institute the present proceedings. It had no legal existence as a corporation before the 1st of October last, the date of the filing of their declaration with the Secretary of State at Ottawa. The accused could only be held to account to the members of the different branches who elected him, individu-

(*) See the *Labour Gazette* for November, 1908, page 532. The last sentence of this notice read as follows:—"Later at the October Session of the Supreme Court, Judge Drysdale continued the injunction." This should have read: "Judge Drysdale dissolved the injunction."

ally, for their interests therein, or to trustees in whose name the property of the Federation is, or should be, vested according to law, and since the registration of the Federation, the right to demand an account or to take proceedings is solely vested in the trustees, which had been, or should have been, appointed under the Trades Union Act (sections 16, 17 and 20 of Chap. 125 of the Revised Statutes of Canada.)

"(6) In any event, in order to commit the accused for trial, it is necessary that it be shown that he acted with fraudulent intent. There is absolutely no proof of this. I fail to see how he could have acted otherwise than he did. There is no one to whom he could have surrendered the monies or effects in his possession, or rendered an account and obtained from them a legal discharge. The accused is therefore dismissed."

Damages for Loss of Finger.

In an action brought by John Mitchell against the Simonds Canada Saw Co., Ltd., the plaintiff claimed \$1,999 damages on account of the loss of a finger which had to be amputated after being crushed by a pumping machine at which he was working in the service of the defendant. Mr. Justice Lafontaine rendered judgment holding the company responsible and granting \$425 damages.

ONTARIO CASES.

Alien Labour Case.

At Windsor, Ont., a plumber residing in Detroit, Mich., was ordered by the police magistrate to cease working on a job on which he was employed, while the case was under advisement.

Compensation for Death by Electric Shock.

An action was brought recently by Mrs. Mabel Gray and her two children of Chippewa, Ont., for compensation for the death of her husband who was killed while at work on July 18th, 1908. The defendants were the Electric Development Company. Plaintiffs claimed that the death was due to electric shock and that defendants had failed to make sure that no electricity could enter the apartment while the deceased was working therein. In summing up the evidence the judge directed the jury to bring in findings on thirteen points. The questions suggested and the answers given were as follows:

(1) Was death due to defective machinery or wiring or insulation?—Yes.

(2) What was the defect?—Impossibility of current entering the chamber where the men were working, and in switch 11a being alive.

(3) Having such defect, was sufficient care taken to prevent injury to employees, or was there negligence—Yes, there was negligence.

(4) Whose negligence and wherein?—Mr. Symes, but not providing adequate insulation.

(5) Did Mr. Gray know of the danger?—No.

(6) Was death caused by neglect by an employee of Co.?—Yes.

(7) If so, who, and wherein?—Mr. Symes, superintendent, in not providing protection by mats and other wise.

(8) Was death caused by or through someone in authority?—Yes.

(9) If so, by whom and wherein?—Mr. Symes; insufficient inspection before repairing chamber No. 23, and by permitting man with boot heels studded with iron nails to do the work.

(10) Were defendants guilty of any neglect?—Yes.

(11) Wherein did such neglect consist?—Shown in condition of extension wire, and in having switch No. 11a alive while No. 23 was being repaired.

(12) Give estimate of his probable earnings in last three years, and apportion same—Widow \$1,000, each child \$250.

(13) At what sum do you assess the damages?—\$1,500 Widow, \$1,000, and each child \$250.

The Judge ordered that \$50 should be paid each year towards maintenance of each child.

A case very similar to the above was also settled by the same court during October, namely, the case of Vallery vs. the Ontario Iron and Steel Company. The Plaintiff's case was stated by himself as follows :

On June 23rd, the day of the accident, he had worked 15 hours. About 11:30 o'clock p. m., his employer, Mr. H. J. Penote, ordered him to close a window behind the transformer, as a storm was arising. To do so, he had to go between two transformers to the window. "Then I reached for the window, but do not remember anything after that." The light from gas and torch was dim. The wires were bare from top of transformer up for 10 or 12 inches. Had no experience of electricity. Did not climb on transformer; did not know how he got there. No stick to close window with. After consciousness returned, could not tell what was the matter; suffered great pain. Expenses had been \$272 to the present; Described the intensity of the pain and showed wounded arm. There were burns all over left arm, one shoulder, back, hips, leg and feet, and a cut on back of head. Not able to work. Fellow employees gave collection of \$45. Did not know what transformers were for, or that they were dangerous. When he was in to see the place since, he thought it would be impossible to come in contact with wires without getting up on transformers. Was ready to leave for night when told to close the window. It was the second window from the oil-switch. Thinks he stepped on wire. Remembered reaching to close the window.

In addressing the jury His Lordship asked for findings on the following points, to which the jury found as indicated by the answers attached hereto:

(1) Was injury caused by defective machinery or wiring? Answer—Yes.

(2) What was the defect shown? Answer—Insufficient insulation.

(3) Was negligence shown? Answer—Yes.

(4) Wherein did negligence consist? In sending incompetent man.

(5) Did plaintiff know of danger? No.

(6) Was injury caused by negligence of employee of Co.? Yes.

(7) If so, by whom and wherein? By chief engineer in giving order to incompetent man.

(8) Was order given by some one in authority? Yes.

(9) If so, by whom and wherein? Chief engineer, by sending incompetent man.

(10) Were defendants guilty of negligence? Yes.

(11) Wherein consisting? Imperfect insulation.

(12) Could plaintiff, by reasonable care, have avoided the danger; was he negligent? No.

(13) Wherein was he negligent? (Not answered.)

(14) What are his estimated earnings for three years? \$1,200.

(15) What sum do you assess damages? \$800 and costs.

In answer to the Judge, the foreman said the jury considered the whole plant defective and dangerous.

Verdict of Coroner's Jury on Electric Railway Accident.

In the case of an accident on the Windsor, Essex and Lake Shore railway in which three men were killed at Pelton Junction, about eight miles southeast of Windsor, Ont., the following verdict was brought in by the coroner's jury:

That James Battersby, with Frances Battersby and William L. Jilhuia, came to their deaths by being struck by a car belonging to the Windsor, Essex & Lake Shore Rapid Railway, at or near Pelton station, on the night of the 30th day of October, 1908, the said car being an eastbound one on the said company's line of railway, and in charge of Frank Peterson as motorman and Alex. Smith as conductor.

That the said Motorman Peterson was negligent in not having his car under proper control at the point in question, and in not seeing the persons who were killed sooner than his evidence showed he did;

We recommend that the equipment as to headlights should be better than it is, and that all cars should be provided with fenders for the protection of the public;

We found that the car in question was not provided with a fender of any kind.

MANITOBA CASES.

Winnipeg's Fair Wage Clause Declared Illegal.

The High Court of Manitoba on November 6th, decided that the Fair Wage Clauses enforced by the city of Winnipeg, Man., are illegal, holding that when a contract is awarded the contractor may make his own terms with his workmen. The case arose out of an action brought by Kelly Brothers, bridge contractors, to compel the city to pay over certain monies held back until such time as they

had paid their workmen the scale of wages called for by the schedule inserted at the instance of the City Council. The judge held that the city had no legal right to do this and ordered that the contractors be paid in full. The following is an extract from His Lordship's judgment:

"However commendable the action of the civic authorities may be in their efforts to protect the working classes, I cannot see how the defendant corporation can successfully resist the plaintiff's demand. If the city supplied the workmen, it could no doubt compel adherence to this provision of the agreement, but I do not think that under the agreement entered into, there is anything to prevent the contractors making such a bargain as they can for the performance of the work so long as the work is done to the satisfaction of the defendant corporation.

"The city might have been justified in withholding the progress estimate, in which event it might have been difficult for the plaintiffs to recover without first settling for wages on basis of fair wage schedule, but after progress estimate had issued, and after deposit of pay roll showing workmen paid in full, the contractor at once became entitled to the amount certified due him.

"The workmen have no claim upon the defendant corporation; they are not parties to this issue, nor before the court; and it is not established that the corporation has sustained any damage.

"There has been, however, a breach of contract on the part of the plaintiffs; they should not have contracted with the workmen at a lower rate of wage than that stipulated on their behalf by the corporation, and it in figuring on their tender, they had figured on the basis of the fair wage schedule, they have imposed upon the workmen to the extent of \$1,043.14.

"If, on the other hand, they have not figured on this basis, but on the basis of the wages paid by them, they have been indifferent to the interests of the workmen, as they could have secured them this extra amount which the defendant corporation was willing to pay, without any loss or disadvantage to themselves. I am of the opinion, however, that this money cannot be withheld by the defendant corporation, and that the plaintiffs must succeed, and there will be a verdict in their favour for the amount claimed, together with costs.

Labour Union Sued for \$50,000 Damages.

Action was filed at Winnipeg, Man., during November for \$50,000 damages and resultant costs by the Vulcan Iron Works' Company of Winnipeg against the following defendants:

Winnipeg Lodge, No. 122, and Fort Garry Lodge, No. 189, International Association of Machinists; the Iron Moulders' Union of North America, No. 174; the International Brotherhood of Blacksmiths and Helpers; the International Brotherhood of Blacksmiths and Helpers' Local Union, No. 147, and Local Union, No. 335.

Of these several organizations, there are included individually in the action as officers and executive of the organizations named, of Winnipeg Lodge Machinists, 30; Fort Garry Lodge, 7; of the Iron Moulders, 20; of Blacksmiths and Helpers' International Brotherhood, 12; Local Union 167, 12; of Local Union 335, 13.

The charge is that on or before May 14, 1906, while negotiations re demands made upon the plaintiff on or about

March 31, 1906, were in progress between the plaintiff and its employees in respect of increased wages and other things, the defendants, or some of them, and other persons whose names are unknown to the plaintiff, wrongfully and maliciously, and with intent to injure the plaintiff and its business, conspired and combined among themselves to procure and induce the members of the organization named to leave its employ, and that the defendants, or some of them, procured, caused and induced the workmen in the employ of the plaintiff to abstain from continuing therein, to the great damage and inconvenience of the plaintiff and its business, and that the defendants, or some one of them, in pursuance of such conspiracy and combination, wrongfully and maliciously, and without lawful authority, beset or watched the place where the plaintiff carries on business, to the great damage and inconvenience of the plaintiff and its said business.

ALBERTA CASE.

Breach of Industrial Disputes Investigation Act.

At the Mounted Police barracks, Inspector Worsley gave judgment dismissing a case against George S. Montgomery, manager of the Alberta Coal Company for breach of the Industrial Disputes' Investigation Act in ordering a lockout. The evidence for the prosecution went to show that after several disputes as to the amount of wages to be paid, the miners had agreed to the rate of \$3.00 per day, but had not gone to work immediately. Mr. Montgomery then engaged other men and started work at the mine which had been closed for several days. It was stated that a further information in the matter would be laid by the Miners' Union.

THE LABOUR GAZETTE

JANUARY, 1909.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF DECEMBER, 1908.

I.—GENERAL SUMMARY

THE year ended with trade and industry in more favourable conditions throughout Canada than at the corresponding period of 1907. During December the gradual but general improvement in tone noted during the autumn was continued, and apart from conditions incident to the season and to the comparative inactivity prevailing for some time past in certain branches as a result of the financial depression, the month was favourable. Agricultural prices were high and export trade increased. Domestic trade was active, retailers reporting a fair holiday season, conditions which are expected to improve as the returns of the heavy crops of 1908 reach the producers' hands. The lumbering industry has shown a general improvement in outlook, and in metalliferous mining an active winter is anticipated. Coal mining has been quiet in Nova Scotia and on Vancouver Island, but was more active in Alberta and the Crow's Nest Pass. Railway construction crews have been reduced, but winter operations in connection with the building of the National Transcontinental line will be prosecuted with as much activity as the season permits, and will give employment to large numbers of men in New Brunswick and British Columbia. A feature of the month was the rush of western grain to the head of the lakes prior to the close of navigation. Nearly double the amount has been shipped by

water this year as compared with last, and the amount still unshipped will afford a busy winter on all-rail shipments. Manufacturing remained on the whole quiet, but showed a gradual tendency towards increasing activity, and producers of small wares reported a busy month. Building has shown a marked improvement. Though a large number of unemployed were reported at several points, snow removal having offered but little work and the ice harvesting season being a fortnight later in opening than last year, conditions in this respect promise to compare favourably throughout the winter with the corresponding months of 1907-08. *

Changes in Wages and Hours of Labour.

The following is a statement by industries and groups of trades of the more important changes in wages and hours of labour, information concerning which was received at the Department during December:

Metal trades.—Twenty-five iron moulders in the employ of the Massey-Harris Company of Brantford, Ont., had their piece work scale reduced 10 per cent. Seven labourers in the same shop were reduced from \$1.75 to \$1.50 per day.

Civic employees.—At Ottawa, Ont., 10 labourers were advanced from \$1.75 to

*A special article dealing with unemployed throughout Canada is published elsewhere in the present issue.

\$2.00 per day and 3 pipe layers were reduced from \$2.25 to \$2.00 per day.

The county council of Huron, Ont., adopted a five-year schedule of salaries of officials in the employ of the county, dating from January 1, 1909, as follows:

	Before change. per annum.	After change. per annum.
Treasurer.....	\$1,350	\$1,400
Clerk.....	1,000	1,050
Engineer.....	800	1,000
Gaoler.....	700	700*
Turnkey.....	575	600
Gaol matron.....	200	200*
Gaol surgeon.....	120	120*
Keeper, house of refuge	300	500
Matron ".....	250	300
Asst. matron ".....	150	175
Physician ".....	200	300

*No change.

At Montreal, Que., the salaries of prison guards were advanced from January 1, 1909, in accordance with the following:

	Former salary per day.	Present salary. per month.
Sergeants.....	\$1.75	\$ 60.00
Storekeeper, shopkeepers stableman, gatekeeper Court House cell keep- er.....	1.50	55.00
Gaol guards, turnkeys and keepers.....	1.50	50.00

Cost of Living.

General prices were firm to upward during December. Farmers' produce sold exceptionally well; turkeys at the Christmas season were higher than in many years past. Eggs were scarce and very high; butter prices were also on very high levels. Hogs and meats were somewhat lower towards the end of the month. Hay was \$10 to \$12 per ton in localities where the price last year in December was from \$20 upwards.

Lumber prices stiffened slightly, but building materials and heavy metals remained dull, though copper was upward and silver showed an advance.

Hides were upward, with leather firm.

During the past year conditions in the linseed oil market of Canada have been somewhat unsettled. The price, which was about 70 cents in 1907 dropped to 60 cents in January, 1908, and to 50 cents during the past summer. More recently quotations have advanced to about 67½ cents. During December the owners of various crushing mills held a meeting and formed a linseed oil association for the purpose of securing steadier market conditions and a closer adherence to the system of rebates on quantity purchases.

Interruptions to Industry.

The number of trade disputes in existence in Canada during December was one more than in the previous month, but there was a decrease of about 5,334 in the number of working days lost. Compared with December, 1907, there was a decrease of 2 in the number of disputes, and a decrease of about 10,394 in the number of working days lost.

Among industrial establishments, etc. destroyed by fire or through other causes during December, as reported in the press of the Dominion, the following may be mentioned:

Nova Scotia.—Sawmill and adjoining building at Aylesford, loss \$25,000; sawmill and lumber at Belmont, loss \$8,000; warehouse and laundry at Glace Bay, \$1,500; lodging house at Halifax, loss \$5,000.

New Brunswick.—Store and contents at Andover, loss \$2,500; railway station at Bristol; grist mill at Petitcodiac, loss \$8,000; railway water tank at St. John, loss \$10,000.

Quebec.—Church at Coteau du Lac, loss \$60,000; livery stable and contents at Farnham; church at Indian Lorette, loss \$95,000; at Montreal, school, hotel and barber shop, loss \$95,000; three stores, loss \$8,000; apartment house, loss \$5,000; laundry, loss \$2,000; jewellery and photographing establishment, loss \$100,000; co-wards, loss \$3,000; two stores and two dwellings; departmental store, loss \$75,000; dynamo room of electric plant at Ormstown, loss \$10,000; laundry at Quebec, loss \$4,000; saw and grist mill at St. Fabien; creamery at St. Janvier, loss \$6,000; stores and dwellings at St. Ferdinand de Halifax, loss \$25,000; store at Quebec, loss \$1,200; foundry at Three Rivers, loss \$35,000; asylum at Verdun, loss \$20,000; textile works at Magog, loss \$10,000; barns at Coaticook and Richmond.

Ontario.—Seven stores at Bracebridge, loss \$115,000; elevator at Bridgeburg, loss \$50,000; planing mill at Clinton, loss \$6,000; store and residence at Hawkesbury coal piles (100,000 tons) at Fort William; bakery a Keewatin; piano factory at Kingston, loss \$120,000; grist mill at Lakeside; stable at L'Original; grist mill a Norwich, loss \$18,000; store at North Bay, loss \$7,500; garage and 5 automobiles at Ottawa, loss \$30,000; scree factory and planing mill at Paris, loss \$60,000; store and contents at Smith's Falls; agricultural implement factor at St. Catharines, loss \$50,000; store and contents at St.

Thomas, loss \$10,000; foundry at Toronto, loss \$1,000 drug mill at Toronto, loss \$3,000; barns at Beamsville and Otonabee.

Manitoba.—Elevator and 1,000 bushels of wheat at Glenboro; stable and 25 head of cattle at Kildonan, loss \$1,800; hardware store and stock at Swan Lake, loss \$7,000; hotel at Waskada; jewellery store and bank building at Winnipeg, loss \$18,000.

Saskatchewan.—Elevator and 8,000 bushels of grain at Carlyle, loss \$17,000; general store at Tiny; hotel, store and post office at Warmen, loss \$50,000.

British Columbia.—Lumber and shingle mill at Blaine, loss \$500,000; club house at Vancouver, loss \$50,000.

Conditions in the Industries and Trades.

Conditions of employment during December in the several industries and trades throughout Canada as indicated by the reports of correspondents to the *Labour Gazette*, and by information received at the Department from other sources, may be briefly summarized as follows:

Agriculture.

Farmers had an active month, marketing grain and produce, caring for live stock, hauling cordwood, etc., roads and weather conditions being uniformly excellent. Prices for all kinds of farm produce were unusually high, especially in the case of butter, eggs and poultry, the demand for which was active throughout Canada.

Some inconvenience was caused through lack of water in Ontario and the eastern provinces. Winter wheat in some localities has suffered from the drought prevailing during the autumn season.

According to the latest report of the Census and Statistics Bureau, the value of Canadian field crops for 1908 is estimated at upwards of \$432,500,000, representing the value of the yield from 27,505,663 acres.

The outlook in western Canada is for an increased acreage under crop in 1909. In Manitoba the total area prepared for the 1909 crop is estimated at 2,273,802 acres, compared with 1,843,016 acres from which the crops of that province were taken this year. This increase is largely due to the excellent weather which prevailed during the autumn season.

The Nova Scotia Fruit Growers' Association, the Fruit Growers' Association of Prince Edward Island and the Pomo-

logical and Fruit Growing Society of Quebec held their annual meetings during the month. Winter fairs were held at Guelph, Ont., and at Amherst, N.S.*

Fishing.

The month was somewhat quiet. The catch of smelts and eels in the Maritime provinces was fair; other branches were engaged chiefly in repairs and preparations for the approaching season. Some fair catches of rough fish were made on the great lakes. In British Columbia some steel-head salmon were taken in the Fraser River and good market prices were realized. Herring fishing was in full progress off the East coast of Vancouver Island. Whaling operations were also active in the same locality.

The total salmon pack of British Columbia for the season of 1908 amounted to 542,689 cases, according to returns which were completed in December. This is 76,795 cases in excess of the total pack of the year 1904, the period corresponding in the four-year cycle with the season just ended. The increase in favour of the pack of 1908 is placed to the credit of greater propagation in the year 1904. Of the pack of 1908 the output of sockeye salmon amounted to 356,023 cases, the remainder of the pack consisting of red and white springs, pinks and cohoes. Last season the Skeena river led all the salmon streams in the sockeye pack, no less than 139,846 cases having been put up. The next best sockeye district was Rivers Inlet with 64,652 cases. The Fraser river sockeye fisheries last season did not turn out more than 63,126 cases, outlying districts supplied 59,815 cases of sockeyes, and the Naas 27,584 cases. Salmon packers are now making preliminary preparations for the pack of next year, which will be the "big year." In 1905 the total salmon pack of British Columbia was 1,167,460 cases, and it is expected that the output of next year will be fully equal to that amount.

Contracts have been awarded for the destruction of certain natural obstruc-

*For statement re outbreak of foot and mouth disease in the United States, and effect on Canadian cattle industry, see special article in present issue.

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue, several trades and industries throughout the Dominion. This table has references only to the amount of employment headings in the *Gazette*. In tabulating the information in question, the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural operations.	Fishing.	Lumbering (including saw-milling.)	Mining.	Manufacturing.	Railway construction.	Building Trades.
<i>Nova Scotia—</i>							
1—Sydney.....	.....	.....	Dull	Quiet	.....	.....	Quiet
2—Westville.....	Active	.....	Quiet	Active	.....	.....	Quiet
3—Halifax.....	Active	Quiet	Dull	.....	Quiet	.....	Active
4—Amherst.....	Quiet	Active	Dull	Very busy	Active	.....	Active
<i>Prince Edward Island—</i>							
5—Charlottetown.....	Busy	Quiet	.....	.....	Active	Dull	Dull
<i>New Brunswick—</i>							
6—Moncton.....	Busy	Quiet	Dull	.....	Active	Busy	Active
7—St. John.....	Active	.....	Quiet	Active	.....	Active	Quiet
8—Newcastle.....	Quiet	Quiet	Quiet	.....	.....	.....	Active
<i>Quebec—</i>							
9—Quebec.....	Active	.....	Active	.....	.....	.....	Quiet
10—Sherbrooke.....	Active	.....	Quiet	Quiet	.....	.....	Quiet
11—Three Rivers.....	Busy	Quiet	Active	.....	Active	Active	Very busy
12—St. Hyacinthe.....	Busy	.....	.....	.....	Active	.....	Quiet
13—St. John.....	Active	Quiet	.....	.....	Active	.....	Active
14—Maisonneuve.....	Busy	.....	.....	.....	Quiet	.....	Quiet
15—Montreal.....	Active	.....	.....	.....	Quiet	.....	Active
16—Hull.....	.....	.....	Quiet	Quiet	Dull	.....	Dull
<i>Ontario—</i>							
17—Ottawa.....	Active	.....	Dull	.....	Quiet	.....	Quiet
18—Kingston.....	Active	Dull	.....	Active	Active	.....	Quiet
19—Belleville.....	Busy	Active	Active	Active	Busy	Quiet	Active
20—Peterborough.....	Busy	.....	Quiet	.....	Active	.....	Quiet
21—Toronto.....	Active	.....	.....	.....	Quiet	.....	Active
22—Niagara Falls.....	Quiet	.....	.....	.....	Active	.....	Dull
23—St. Catharines.....	Busy	.....	.....	.....	Active	.....	Active
24—Hamilton.....	Busy	.....	.....	.....	Quiet	Quiet	Active
25—Brantford.....	Quiet	.....	.....	.....	Quiet	.....	Quiet
26—Guelph.....	Active	.....	.....	.....	Active	.....	Very dull
27—Berlin.....	Busy	.....	Active	.....	Busy	.....	Quiet
28—Woodstock.....	Active	.....	.....	.....	Quiet	.....	Dull
29—Stratford.....	Active	.....	.....	.....	Active	.....	Quiet
30—London.....	Active	.....	.....	.....	Very dull	.....	Dull
31—St. Thomas.....	Active	.....	.....	.....	Active	.....	Quiet
32—Chatham.....	Active	.....	.....	.....	Quiet	.....	Quiet
33—Windsor.....	Active	.....	.....	.....	Active	.....	Active
34—Sault Ste. Marie.....	.....	.....	.....	.....	Dull	.....	Quiet
<i>Manitoba—</i>							
35—Winnipeg.....	.....	.....	Quiet	.....	Quiet	Busy	Quiet
36—Brandon.....	.....	.....	.....	.....	.....	.....	Quiet
<i>Saskatchewan—</i>							
37—Regina.....	Busy	.....	.....	.....	.....	Busy	Dull
38—Moose Jaw.....	.....	.....	.....	.....	.....	.....	.....
<i>Alberta—</i>							
39—Calgary.....	Busy	.....	.....	.....	Active	.....	Quiet
40—Edmonton.....	.....	.....	.....	Quiet	.....	Busy	Quiet
41—Lethbridge.....	Active	.....	.....	Busy	Active	Busy	Active
<i>British Columbia—</i>							
42—Nelson.....	.....	.....	Dull	Active	.....	.....	Quiet
43—New Westminster.....	Active	Quiet	Quiet	.....	.....	Active	Dull
44—Vancouver.....	Active	Dull	Dull	.....	.....	.....	Active
45—Victoria.....	Active	.....	Active	Active	.....	.....	Active
46—Nanaimo.....	Quiet	Active	Quiet	Quiet	.....	Active	Quiet

CANADA DURING THE MONTH OF DECEMBER, 1908.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken to wage changes; trade disputes and kindred phenomena are treated under separate order indicating in each the degree to which general conditions were favourable or unfavourable, as follows: (1) active.

	Metal, En- ginnering, Ship- building.	Wood- working.	Printing and Allied Trades.	Clothing.	Food and Tobacco preparation	Leather.	General Transport.	Miscella- neous.	Unskilled Labour.
1—	Active	Quiet	Active	Active	Active	Active	Active	Dull
2—	Active	Active	Quiet	Quiet
3—	Active	Active	Quiet	Active
4—	Very dull	Very dull	Active	Dull	Active	Busy	Active	Dull
5—	Active	Active	Active	Active	Active	Active	Active	Active	Active
6—	Active	Active	Busy	Active	Active	Quiet	Active	Active	Active
7—	Active	Quiet	Active	Active	Active	Active	Active	Dull
8—	Active	Quiet	Busy	Busy	Active	Dull
9—	Quiet	Active	Active	Active	Quiet	Active	Quiet	Very dull
0—	Active	Active	Quiet
1—	Active	Active	Active	Active	Active	Quiet	Active	Active	Busy
2—	Active	Quiet	Active	Active	Busy	Active	Busy	Active
3—	Quiet	Busy	Active	Quiet	Active	Active	Active	Quiet
4—	Quiet	Active	Busy	Busy	Busy	Active	Active	Active	Dull
5—	Quiet	Active	Active	Active	Active	Active	Active	Active
6—	Dull	Quiet	Dull
7—	Active	Active	Busy	Busy	Active	Quiet	Quiet
8—	Active	Active	Active	Active	Busy	Active	Active	Quiet	Active
9—	Active	Active	Busy	Busy	Busy	Active	Quiet	Active	Quiet
0—	Quiet	Active	Active	Active	Busy	Quiet	Active	Active	Very dull
1—	Active	Dull	Active	Active	Quiet	Dull	Dull
2—	Active	Active	Active	Active	Active	Active	Active	Active	Dull
3—	Active	Dull	Active	Active	Active	Active	Active	Very dull
4—	Quiet	Active	Active	Active	Active	Active	Active	Active	Dull
5—	Active	Quiet	Quiet	Quiet	Busy	Active	Active	Quiet
6—	Active	Active	Active	Active	Active	Active	Active	Active	Active
7—	Active	Quiet	Active	Quiet	Active	Active	Active	Active	Dull
8—	Active	Active	Active	Active	Active	Active	Active	Active	Dull
9—	Dull	Quiet	Active	Active	Active	Active	Busy	Active	Very dull
0—	Active	Active	Active	Active	Active	Quiet	Very dull
1—	Quiet	Active	Active	Active	Active	Dull
2—	Active	Active	Active	Active	Active	Active	Active	Active	Dull
3—	Active	Active	Active	Active	Active	Active	Active	Active	Dull
4—	Active	Active	Active	Active	Active	Active	Active	Active	Dull
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7—	Active	Active	Active	Active	Active	Active	Active	Active	Dull
8—	Active	Active	Active	Active	Active	Active	Active	Active	Dull
9—	Active	Active	Active	Active	Active	Active	Active	Active	Dull
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1—	Active	Active	Active	Active	Active	Active	Active	Active	Dull
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8—	Active	Active	Active	Active	Active	Active	Active	Active	Dull
9—	Active	Active	Active	Active	Active	Active	Active	Active	Dull
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1—	Active	Active	Active	Active	Active	Active	Active	Active	Dull
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3—	Active	Active	Active	Active	Active	Active	Active	Active	Dull
4—	Active	Active	Active	Active	Active	Active	Active	Active	Dull
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3—	Active	Active	Active	Active	Active	Active	Active	Active	Dull
4—	Active	Active	Active	Active	Active	Active	Active	Active	Dull
5—	Active	Active	Active	Active	Active	Active	Active	Active	Dull
6—	Active	Active	Active	Active	Active	Active	Active	Active	Dull
7—	Active	Active	Active	Active	Active	Active	Active	Active	Dull
8—	Active	Active	Active	Active	Active	Active	Active	Active	Dull
9—	Active	Active	Active	Active					

tions to the ascent of salmon in the Skeena and Naas Rivers, B.C.

The commission to draft uniform fishery regulations for the boundary waters between the United States and Canada was engaged in completing its work. The new regulations will go into effect at as early a date as possible in 1909, by simultaneous proclamations of the Canadian and United States governments.

Lumbering.

In the lumbering industry, though little change in the general situation occurred during the past month, the outlook for the coming year has shown a considerable improvement. In eastern Canada, the demand from the two chief markets, namely, Great Britain and the Eastern States, was more active. In western Canada, notwithstanding a number of unsettling agencies, better conditions are expected as the returns from the 1908 crop reach the hands of the farmers. In British Columbia the supply of logs decreased, and there was an improvement in export trade, though the domestic market for lumber remained very dull and was not expected to revive until spring, when, however, an active business is anticipated. Estimates as to the extent of the coming winter's cut throughout Canada were somewhat increased, as reflecting the above tendencies. In Ontario prices were firm, notwithstanding the quiet business which has prevailed for some time past, and stocks were being well held. Lumber advanced on the Pacific coast, while at other points prices were firm to upward.

The following comparative statement of timber, masts, bowsprits, spars, staves, etc., measured and culled, was issued by the Quebec Supervisor of Cullers, under date of December 2:

	1906 Cubic feet.	1907 Cubic feet.	1908 Cubic feet.
Waney white pine....	676,600	1,139,960	990,640
White pine.....	76,720	136,200	132,560
Red pine.....	13,400	8,400	8,200
Oak.....	578,120	404,160	527,000
Elm.....	602,160	212,360	87,640
Ash.....	8,880	25,880	8,040
Birch and maple.....	158,400	82,200	86,920

Mining.

Coal mining in Nova Scotia was quiet, the collieries working only about half time in most sections; in the Springhill district the mines were very active and absorbed a considerable amount of labour which would otherwise have been out of employment, owing to the quiet season in the lumber camps. Output and shipments during December were considerably lower than during the summer and early autumn season. The banking of coal, however, was commenced in the closing half of the month, and it was expected that operations would gradually increase in activity. It had been anticipated that the output of the Dominion Coal Company would reach 3,750,000 tons, as compared with about 3,500,000 tons in 1907. It is now expected, however, that the final returns will be approximately the same as in 1907. In New Brunswick favourable reports with regard to the development of hematite iron ore in Gloucester County were received. The asbestos mines of Quebec will be somewhat less active during the winter season, though the demand for the product continued active. Mica mining remained dull. Operations were resumed at the plant of the Canada Corundum Company, Craigmont, Ont., after a shut down of several months. During the year ended October 31, 1908, the Coniagas mine, Cobalt, Ont., yielded 1,444,229 ounces of silver at a cost of 15.6 cents per ounce. The sum of \$440,000 was distributed in dividends. The collieries in western Canada had an active month, though the demand for Vancouver Island coal was somewhat weak. The Crow's Nest Pass mines were producing steadily, and in Alberta there was an increase in the output as compared with the earlier months of the season. The metalliferous mines in British Columbia had a good month, shipments being up to the average, though the Granby output was less owing to alterations and improvements in progress. Up to November 21st the total shipments from the Boundary district, B.C., already exceeded the total for the year 1907. Activity in the neighbourhood of Nelson

B.C., has been much more pronounced than during the corresponding period of 1907, seven mines being in operation, whereas only one mine was in operation a year ago. A feature of the month was the inauguration at Nelson, B.C., of the electrical process of smelting ore by the Canada Zinc Company. The plant represents an expenditure of about \$125,000, the electricity for the furnace being generated at Bonnington Falls on the Kootenay River and transmitted to the plant at 16,000 volts. The plant is now producing spelter and lead-silver bullion from mixed zinc-lead ores, saving the copper in the ore as a copper matte, and also saving the zinc which is lost in a blast furnace.*

Manufacturing.

The manufacturing industry continued to show an improved tone compared with the earlier months of the year. Compared with the corresponding period of 1907 the outlook was much more favourable. Heavy lines still remained somewhat quiet, but the month was exceptionally active among manufacturers of smallwares and novelties, owing to the fact that dealers have been placing small orders for some time past while factories have been limiting production. A general improvement is anticipated during the spring of 1909. In localities dependent on water as a motive power some loss of time was reported owing to the swiftness of the rivers. Conditions in this respect, however, were improved compared with November. Stock taking was generally in progress, and a number of establishments shut down in the closing week of the year in this connection. The Dominion Iron and Steel Company had a busy month, and the steel plant of the Lake Superior Corporation at Sault Ste. Marie, was fairly active. The Montreal Woollen Mills Company announced that it would liquidate its business of manufacturing woollens and could only execute repeat orders up to December 31, when advance orders could be discontinued except for stock goods.

A by-law will be submitted to the rate-payers of Listowel, Ont., to lend \$25,000 to the Morris Piano Company to assist in re-building its factory recently destroyed by fire.

A merger of soap companies, by which the Royal Crown Company of Winnipeg, Man., the Standard Company of Calgary, Alta., and the Royal Company of Vancouver, B.C., were amalgamated was completed during December, the capital of the company being \$2,000,000.

An order was granted appointing a liquidator of the Ontario Sugar Company of Berlin, Ont.

Railway Construction, Etc.

Railway construction crews were further reduced in December with the advent of winter conditions, though employment continued active in certain sections, more particularly in connection with the building of the National Transcontinental line in New Brunswick and British Columbia. Rock cutting and bridge building will be actively proceeded with during the winter. The line of the Grand Trunk Pacific from Fort William to Superior Junction and from Winnipeg to Wianwright is now in operation. The mileage of Canadian railways, which was 22,452 a year ago, is now estimated at 23,750, an increase of nearly 1,300 miles. A number of heavy orders for railway rolling stock were reported during December.

General Transport.

A feature of the month was the rush of western grain eastward which immediately preceded the close of navigation. Transportation facilities in this connection in western Canada improved, though at certain points a shortage of cars was still complained of. Navigation closed at Port Arthur and Fort William on December 13; the total amount of grain handled by the railways and elevators was nearly double that handled in 1907. The canals closed about the same date. Longshoremen as a result became dull throughout Canada. The Grand Trunk Pacific Elevator Com-

*See report of Nelson, B. C., correspondent.

pany was incorporated with a capital of \$1,000,000.

Railway earnings continued to show a steady improvement over the returns of the corresponding period of 1907.

An official summary of the traffic through the Sault Ste. Marie canals during November, 1908, is as follows:

	U. S. Canal.	Canadian Canal.	Total.
Vessel passages, number.....	1,200	722	1,922
Registered tonnage, net.....	2,952,759	1,703,067	4,655,826
Freight—			
East bound, net tons.	2,802,525	2,012,426	4,814,951
West bound, net tons	1,065,585	394,588	1,458,173
Total freight, net tons.	3,866,110	2,407,014	6,273,124

The action of the Canadian government in prohibiting American cattle from certain States entering Canada owing to the prevalence of the foot and mouth disease affected railway traffic in southwestern Ontario and several train crews were laid off in consequence. Cattle shipments from Halifax, N.S., and St. John, N.B., increased from the same cause.

By order of the Board of Railway Commissioners passenger cars must in future be lighted by acetylene gas under the absorbent or commercial acetylene system, or by the Pintsch compressed oil gas system. The order has been made in the interests of the safety of the travelling public and it includes extended rules for inspection with a penalty of \$100 for each violation by railways, and of \$20 for violations by employees.

The Board of Railway Commissioners ordered the construction of a four track viaduct by the railway companies on certain portions of the water front at Toronto, Ont., at a height to give a clear headway of not less than 14 feet between the present level of the streets and the superstructure at each street crossing.

By Order-in-Council of the Dominion Government the regulations with regard to coasting privileges between Nova Scotia and Quebec were changed. The

privileges are extended until December 31, 1911, to steamships of not less than 1,500 tons gross register of Italy, Germany, the Netherlands, Sweden, Norway, Austria-Hungary, Denmark, Belgium, the Argentine Republic and Japan. The original order-in-council excluded foreign vessels after January 1st, 1909. The present order only covers steamships of 1,500 tons and over; all vessels of less tonnage than 1,500 gross register are shut out from the coasting trade from January 1st, 1909.

The Trades.

Building.—Operations were considerably more active than in December, 1907, and the outlook is that the coming year will show an advance on that just passed in the number of building permits issued and the value of buildings erected. Indoor workers have prospects of a good winter.

Metal and woodworking.—Conditions were unchanged from the preceding month, except in connection with the holiday season. Metal and woodworking establishments were generally quiet, with the outlook for a gradual increase in activity.

Printing.—The allied trades had a busy month in most localities.

Clothing.—Tailors had an active month, and garment workers a fair month. Furriers were very busy.

Leather.—A somewhat quiet month was reported.

Food and tobacco preparation.—Bakers and confectioners had a busy month owing to the holiday season. Millers were busy, the larger mills running night and day to keep up with orders, the export flour trade having shown a material increase.

Miscellaneous.—Barbers, clerks, hotel, restaurant and theatre employees had a busy month.

Unskilled labour.—The month was generally dull from seasonal causes and unemployment on a considerable scale was reported at several points. Snow removal gave some employment, but less work of this kind was offering than a year ago. The ice cutting season has been from two to three weeks later in opening

than last year. On the whole, however, conditions were more favourable than in December, 1907, and the outlook is for a considerably more active winter than that of 1907-08.*

Canadian Trade and Revenue.

Foreign trade.—During November, 1908, the total value of imports entered for consumption was \$24,706,349, compared with \$33,099,349 in November, 1907. The total value of imports entered for consumption for the eight months ending November 30, 1908, was \$194,827,463, compared with \$259,495,184 during the corresponding period of 1907. The total value of domestic exports during November, 1908, amounted to \$31,672,226, compared with \$23,162,891 in November, 1907. The total value of domestic exports during the eight months ending November 30, 1908, amounted to \$168,080,487, compared with \$172,433,579 during the corresponding period of 1907. During November, 1908, there were increases in exports under the heading of the forest, animals and their produce, agriculture and manufactures, and decreases under the headings of the mine and the fisheries. The grand total of Canadian trade for the month of November, 1908, was \$59,514,256, compared with \$59,750,158 in November, 1907. For the eight months ended November 30, 1908, the grand total of Canadian trade was \$377,921,241, compared with \$451,373,577 in the corresponding period of 1907.

A shrinkage in receipts of Canadian barley was reported from Mexico. An opening for Canadian canned salmon was reported in the Philippines. A demand for agricultural machinery was reported in Brazil, and for Canadian flour in Egypt.

Imperial trade.—The growth of trade with the north of England has been rapid of late, especially in fruit. One importing firm is reported as having already sold 43,000 barrels of Canadian apples. The packing of apples in bushel boxes is finding favour in this market. A good market for Canadian creosoted

blocks, railway sleepers, staves for barrels and tubs, wooden handles, paper, leather and house and office furniture was also reported in Great Britain. Canadian trade with Barbados is increasing. A large market for Canadian wheat was reported in South Africa.

Domestic trade.—Christmas trade was uniformly satisfactory; buying, though not heavy, being of fair volume. Wholesale trade was quiet, travellers being in and stocktaking being in progress. In dry goods the outlook is encouraging. Jobbers reported orders for spring delivery improving. Good snow roads during the first three weeks of the month helped country trade. Collections were on the whole well met.

Bank profits as shown by a number of reports just published have been less this year than in 1907, caution rather than expansion having been the policy of financial institutions. The Bank of Toronto and the Eastern Townships Banks reported returns practically the same as last year. The profits of the Bank of Commerce decreased from \$1,752,349 to \$1,627,332 in 1908. The annual report of the Merchants' Bank also showed a slight decline in profits, though interest bearing deposits and foreign call loans showed an increase. La Banque d'Hochelega increased its reserve fund and balance carried forward during the year after declaring profits at the rate of 15.21 per cent. The Bank of Ottawa reported an increase in the amount carried forward and in deposits. Current loans showed a shrinkage, but circulation was well maintained. Union Bank profits showed an improvement, though there was a decrease in business loans; an increase in deposits of over \$4,000,000 was reported. The Bank of Hamilton declared 15 per cent. profit on outstanding capital, from which a small addition to reserve fund was made; deposits increased by over \$1,500,000.

Bank clearings during November showed an increase of over four per cent. compared with October and over eight per cent. as compared with November, 1907. For the first 11 months of the year a decrease of six per cent. was shown.

Canadian Revenue.—Canadian revenue

*A special article dealing with unemployment throughout Canada is published elsewhere in the present issue.

during November, 1908, amounted to \$6,867,988.40, compared with \$8,404,647.83 in November, 1907. For the eight months ending November 30, 1908, the total revenue was \$55,115,227.17, compared with \$66,662,427.71 during the corresponding period of 1907. The total expenditure on capital account during November, 1908, was \$4,152,011.76 compared with \$3,546,652.83 in November, 1907. For the eight months ending November, 30, 1908, the total expenditure on capital account was \$22,156,394.23, compared with \$16,654,487.21 last year. The leading items of expenditure on capital account during November, 1908, were: Public works, railways and canals, \$3,411,222.44; militia capital, \$307,968.05; bounties, \$229,522.49; and Dominion lands, \$110,669.08.

Notes.

A *co-operative ice association* was launched at Ottawa, Ont.

Christmas mails at many points were reported the largest in the history of the country.

Of about 875 buildings destroyed in the Fernie fire of August 2-3, 1908, over 700 are now rebuilt or in process of construction.

The *Waterworks' Commission* of the city of Chatham, Ont., reported a surplus of \$6,000 over last year, of which \$3,000 was paid over to the city treasurer.

The Boot and Shoe Manufacturers' Association of Quebec elected officers as follows: President M. Onésime Goulet; Vice-president, M. J. Muir, jr.; secretary, M. Léon Rouillard.

The period after which under the Acts respecting *Stationary Engineers* passed in Ontario in 1907 and 1908, unqualified persons will not be permitted to act as engineers expires on January 1, 1909.

At the formal opening of the night classes at the Montreal Technical and Commercial High School on December 18, addresses were delivered by His Excellency, the Governor-General, the Honourable the Provincial-Treasurer, the Principal of McGill University, the president of the Institute, and others.

A *co-operative* store established some months ago by a workmen's club at Sherbrooke, Que., recently went into liquidation. The cause was stated to be lack of unanimity with regard to the policy pursued by the store, with resulting lack of support among the class which would otherwise have assisted the movement.

At the seventh biennial meeting of the International Brotherhood of Maintenance of Way Employees held at New Orleans, La., Dec. 7, 1908. Mr. A. B. Lowe, of Kingston, Ont., was elected president of the order. Mr. Lowe formerly held the office of the Vice-President.

The *Canadian Accounts' Association* was organized at Montreal, Que. The objects of the association are, to unite for mutual benefit those engaged in accounting and office work who are eligible; to promote among its members the study of the science of accounts, commercial law, finance, applied economics, etc., and to establish and maintain a library for the furthering of these objects.

During December, Mr. Gifford Pinchot, Chairman of the National Conservation Commission of the United States, visited Ottawa, Ont., as a special messenger from the President of the United States to His Excellency the Governor-General and the Right Honourable the Prime Minister of Canada for the purpose of presenting an invitation to the Government of Canada that Canada should be represented at a gathering to be held at Washington, D.C., on February 18, to consider the question of the conservation of the natural resources of the North American continent.

The law requiring the inspection of meats intended for interprovincial trade in the Dominion was rescinded as far as poultry was concerned. The railways had refused to accept poultry for shipment to points outside the province of consignment unless it had been inspected according to the law, which requires that all meats shipped bear the stamp of a Government inspector. Many merchants, in anticipation of Christmas trade, had laid in large stocks of turkeys, geese, ducks, fowl, etc., but when they commenced to ship the railways refused to carry their goods. The shipments of dressed

poultry were so large and so numerous that it was found impossible to apply the law.

The annual report of the Lord's Day Alliance of British Columbia, published during December, contained the following: "The outstanding feature of the Lord's day question is the isolation of this whole province so far as the application of the Lord's Day act is concerned. It alone of all the provinces of the Dominion—the Yukon not excepted—has failed to reap the benefits following the enforcement of the national law designed to protect the nation's rest day. The situation is, as reported at the last annual meeting that the attorney-general refuses to give any consent to prosecution under the act. In this attitude, your executive is informed, the attorney-general follows the advice and receives the support of the cabinet."

The following statement with reference to the enforcement of the Lord's Day Act in the Yukon territory was made by the Honourable the Minister of Justice to the Secretary of the Lord's Day Alliance during December.

"The commissioner of the Yukon territory is authorized to make enquiries and reports to the violations of the Lord's day act in the Yukon territory, and in cases where in his view prosecutions should be instituted. I have arranged upon receiving the commissioner's report, with statement of the circumstances in proper cases to telegraph the necessary authority." The Minister also cited a number of cases in which prosecutions had been entered upon.

Members of the *police forces* of Windsor and Walkerville began the circulation of a petition among the business men of these communities asking the Ontario government to enact legislation to make possible a relief and superannuation fund for the police of each municipality, compelling each city and town to set aside a fund from which police officers who have served 25 years with a good record, or who have been incapacitated while on duty, may draw an amount equal to one-half of their salary.

The organization of an "Industrial Department" by the C.P.R. Company was completed at Winnipeg, Man. In-

formation will be supplied to all classes of people who desire to locate in the country, whether for the purpose of manufacture or trade. The co-operation of boards of trade in all parts of the country will be sought, and towns and cities which believe that there are facilities at their command for the profitable operation of industrial institutions will have the fullest support in the endeavour to secure the location of such plants. Much work in this direction has been done by the Canadian Pacific in the past, and it is now proposed to carry on in a systematic and thorough manner.

At the last weekly concert given at the *Montreal Sailors' Institute* before the close of navigation this year the vice-president stated: "During the present season, from April 30 to October 1st, 671 ocean-going steamships manned by about 40,000 seamen arrived at this port. The institute itself has during the season, had an aggregate attendance of over 73,000, or an average daily attendance of about 400. The weekly concerts have had an average attendance of about 544. The credit for the good work that is being done in this institute is due to a few noble-hearted men and women, giving time and money, and above all, love to it. We cannot all give as they do of their lives, but we can help, by money; \$18,000, is required to clear off the building debt, and increased annual subscriptions are required to meet necessary expenses."

At a meeting of the Oshawa, Ont., town council the following motion was passed during December: "That the council of Oshawa desires to draw the attention of the local Legislature to the necessity and desirability of granting material assistance to the towns and villages of Ontario in their struggle to construct new sewers, extend systems already built, or build sewerage disposal works as individual cases may require. To this end we would submit for the consideration of the Government that a sewerage system has become as necessary to the very life and existence of our urban municipalities as good roads have become needed in the townships and counties of Ontario, and should receive Government

encouragement, supervision and financial assistance, at least in a like proportion to the good roads movement."

At the opening of the Session of the *Legislature of Saskatchewan* on December 10, the following was included in the speech from the throne: We may rejoice together that a bountiful Providence has vouchsafed to our Province this year generally satisfactory yields from both fields and ranges. While yet far from adequate to cope with our output, existing railway facilities during this season owing to increased equipment and favourable weather, proved capable of handling a much larger percentage of the offered traffic than ever before, which factor, coupled with gratifying prices, contributed towards making the year's operations highly remunerative to our people. Business conditions have been beneficially influenced thereby, and a steady, rapid growth of population and development of the resources of the province seems assured. Large numbers of first class immigrants continue to come. The number of homestead entries made within the calendar year will exceed the record of any former year. A pronounced incentive and encouragement is afforded our people by the announcement of plans to procure the earliest possible opening of the Hudson's Bay route

by the Dominion Government in accordance with representations made repeatedly and earnestly by my government. On the other hand the rapidity of settlement is found to create additional problems which come up for solution. Arguments in the way of extensions of branch railways become more and more insistent. A measure dealing with this question will be submitted for your consideration. There will also be submitted to you bills relating to rural organization; for protection of threshers' operatives; to incorporate the Veterinarians' Association, and various other measures. Conjointly with the governments of the Provinces of Manitoba and Alberta my government was invited in March, 1908, by the joint executive of the Grain Growers' Association of the three provinces to consider proposals relating to public ownership and operation of a system of interior grain elevators. Unavoidable causes prevented a conference until the 26th of November last, on which date representatives of the three governments conferred at Regina with members of the Grain Growers' joint executive. The consideration of the question is being pursued by the governments of the three provinces with the purpose of determining a policy at the earliest moment.

II.—REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N. S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of labour was unchanged, December finishing the year with general activity in all the large industries, mining excepted. The steel industry was very active during December. Both the Sydney and Sydney Mines steel plant worked up to their full capacity, many of the departments working double time to supply the brisk demand for steel products. The prospects

in this industry for the coming months seem to be good, although there may not be quite as much activity as during the summer season.

The coal industry was not active, the collieries of this district only working a little better than half time. The output of the year, however, was larger than in 1907. The outlook for 1909 is much the same as for the year just ended. The Dominion Coal Co. commenced banking, and will continue to bank coal during the winter months. They will not however, bank the same amount of coal this winter as last, and their coal heaps when completed may show a less amount by 100,000 tons. The Inverness collieries were active during December. A

slight fire on the surface works at Inverness colliery caused the mine to be idle for a few days. Mabou mines remained quiet. The Nova Scotia government is keeping the mine in repair and free from water until the financial difficulties of the company are overcome.

Transportation by rail was fairly heavy, and shipping so far has been unimpeded by ice.

The building trades were quiet. Normal conditions prevailed at the foundries and factories within the district. Other skilled trades were active.

The Mira Brick Company had an output of 1,000,000 bricks, half of which were sold in the local market. The other half has been stored for spring use, when brick is in most demand. The business of this company for the year was not as large as expected, but it exceeded that of last year, and as their product becomes known it is being put into more general use.

The wholesale and retail trades were very active.

Unskilled labour was not in demand.

WESTVILLE, N. S., AND DISTRICT.

Mr. T. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was some depression in the coal trade during November, and coal shipments from this district showed a decrease of about 17,000 tons, compared with the corresponding month of 1907. A number of employees were laid off during the month, but some of them found other employment in mine work; the others were still unemployed. During December the collieries worked well, the coal workers having been employed 22 days in the month, while other hands employed around the mines worked the full month. The Trenton steel works was working fairly steady, and the other industries were well employed. Business was very good, especially during the Christmas season.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There was a good demand for farm produce, and good prices prevailed.

Lumbering.—Activity prevailed in the way of making preparations for winter cutting in the woods.

Mining was fairly active for the season. While some of the large collieries will have a decrease in their output for the year, the provincial output will exceed that of last year. The Intercolonial Coal Company has done some prospecting along the out crop of a new seam during the past summer, but operations have ceased for the winter months. A new company is boring for coal at Woodburn, a few miles below New Glasgow. One of the government's boring machines is in use. The latest reports received from the company were that indications were favourable. The Drummond Company's fire-brick plant was very quiet, there being no demand for the product. The other outside brick works in this district were closed down for the winter.

DISTRICT NOTES.

Stellarton.—Building operations were very active during the year 1908.

AMHERST, N. S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Amherst has within its borders a dozen different industries of varied kinds, and it is rather difficult, therefore, to give an accurate report of the labour market. In many lines there was marked industrial activity during the month, some working day and night to overtake orders. This was especially true of the boot and shoe industry. It also applies to the basket and trunk establishments, and to the woollen mills; but in the Rhodes Curry Co. and the Robb Engineering Company, business was for a time practically suspended.

In the early part of December, the Rhodes Curry Company secured a contract from the Canadian Northern Co. for one thousand box cars and a number of passenger and baggage cars. This company has also 500 box cars to build for the Grand Trunk Pacific Company. Late in November, however, the company's passenger shed was destroyed by fire. Work was at once begun to rebuild on a larger scale, and the new building will be ready for occupancy early in January.

The Robb Engineering Company report a marked increase in inquiries, and that the outlook is improving. Other industries in the town were fairly active.

There were signs of activity in all the important mining centres; this was most fortunate, as the companies gave employment to men that formerly worked in the lumber camps during the winter, and thus relieved the pressure of the unemployed.

A new industry for the manufacture of acetylene generators was started during the month. It gave employment at the opening to ten men, but the number will be increased in the near future.

Wholesale dealers reported business good, with payments well met.

During the season of 1908 there were thirty-five houses built in Amherst, and the total value of all building operations was about \$250,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Prices for farm produce were well maintained. The demand continues good, and in view of the abundant harvest, the farming classes of this province are in a prosperous state.

Fishing.—The catch of smelts was above that of last year. The market was good, and large shipments were made to Boston.

Lumbering.—There are some signs of revival in this industry. Prices have an upward tendency, but the cut will be limited to about fifty per cent. of that of the winter of 1906-07.

Manufacturing.—This branch varied in activity. The boot and shoe factory,

and the trunk and casket factory, and the woollen mills all report a busy month. Other manufacturing establishments report business quiet, some only working a few days a week. On the whole, however, there are signs of improvement.

Mining.—All of the coal mines were working full time, with a full staff of men employed. The markets are very active, and the mines are taxed to supply the demand.

CONDITION OF PARTICULAR TRADES.

In November attention was called to the disastrous fire that totally destroyed the passenger shed of the Rhodes Curry Co. The decision of the company to rebuild at once gave employment during December to over 100 carpenters and joiners, and gave those trades a busy month. Plumbers and steamfitters were well employed. Other lines were dull. Metal and engineering lines were very dull during the month. In some shops moulders and machinists were only working two or three days a week. Woodworkers all reported an exceptionally dull month. In January, however, the car workers may expect a busy market. After some months of comparative idleness, the car works will resume full operations, and will give employment to at least four hundred men who are now only obtaining an occasional day's work. Printing offices reported orders fairly good. Tailors were dull, but boot and shoe workers were very busy. The leather trades were very busy in all lines. Furriers were very busy; staffs were increased, and obliged to work night work to overtake orders. There was no demand for unskilled labour. The reduction in the lumber cut has thrown a large number of men on the market that formerly found employment in the woods during the winter season. The mining centers have absorbed most of these, but there are in this immediate vicinity nearly two hundred men without trades out of employment. Fortunately, the opening of the car works early in the year will relieve the situation.

CHARLOTTETOWN, P. E. I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during December was practically the same as at the same period last year, but was not quite so active as the preceding month, as a number of contracts were then concluded for the season. No cases of suffering from lack of employment have yet developed. The weather and roads during Christmas week were exceptionally favourable for trade, and the volume of business transacted in the city was the largest for some years. Navigation closed about the middle of the month, when the Steam Navigation Company's boats stopped running. After several trips between this port and Pictou, the winter steamers "Minto" and "Stanley" were transferred to Georgetown, where the handling of the freight to and from the whole island was concentrated, furnishing employment for a large number of men, who otherwise would have been idle. In Charlottetown, the work at the railway wharf and at the new power house was completed for the season. Civic work was light during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Shipping of produce was carried on briskly up to the last week of the month, and a large quantity of poultry was exported, the demand being greater than last year, and the prices slightly higher. The feeding and care of stock and hauling of wood were the principal operations of the farmers.

Fishing.—A considerable quantity of smelts and eels were shipped to the American market, but operations in other branches of the industry, except for preparations for next spring's lobster fishing, were practically nil.

Railroad construction and employment.—The new power house for the new railway shops was completed about the 23rd,

and the machinery is now being installed. This closed railroad construction for the season, but routine work is being carried on as usual, with but little change in normal conditions. On the 28th of the month, the winter timetable came into effect, by which several trains were withdrawn, but as an extra express was put on in connection with the winter boats, the general labour situation from the railway standpoint was unaffected.

CONDITION OF PARTICULAR TRADES.

Bricklayers, stonecutters, builders' labourers, masons, lathers and plasterers, painters, decorators and paper hangers were dull. Plumbers, gas and steam fitters and carpenters were active. The metal, woodworking, printing, clothing, leather, transport and miscellaneous trades were active, with food and tobacco preparation branches busy. There was a fair demand for unskilled labour.

MONCTON, N. B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market throughout December was but slightly less active than in November, and about on a par with the corresponding month of last season. The weather being fine and mild was very favourable for the prosecution of outdoor work, and building operations and railway construction were briskly carried on. Supply and demand in most all classes seemed to be evenly balanced, and but few cases of unemployment among willing workers were to be found. The completion of the construction of the I. C. P. shops set free a number of foreign contract labourers, but they have either departed or else been absorbed on the G. T. P. construction work. Building mechanics have been particularly busy and are still in good demand. About 100 building permits have been issued during the year, being about the same number as in 1907,

but many of them were of a more expensive character, the total being about \$200,000, an excess of \$50,000 over 1907. The building outlook continues good, several contracts having been recently let, among which were two for theatres. The Campbell Clad Co. closed on December 12 for stocktaking and repairs until the first of the year. All other manufacturing plants were running full time and with full complements of operatives, in most instances having sufficient orders ahead to ensure a steady winter's work. The N. B. Wire Fence Co. report a successful season, declaring a dividend of 10 per cent. besides enlarging the plant. The Builders' Woodworking Co. have also had a very active season, employing about 150 men; they have now over 100 men at work. Retail trade has been good, the volume of Christmas trade exceeding that of last year, while wholesale trade keeps up to the average. Houses appear to be more easily obtainable, but rents remain firm. Real estate sales are somewhat slower. Customs returns for November showed imports valued at \$44,935, being about one-half that of November, 1907.

No material change in wages or in the hours of labour have been noticed, and no cases of friction between employers and employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were engaged in caring for stock, getting out wood and poles, and marketing produce. Produce seemed to be in demand in most cases at high figures.

Lumbering.—But little lumbering is being done in this locality.

Railroad construction.—Upon the Moncton-Chipman section of the G. T. Pacific about 650 men are now employed, with a payroll of about \$28,000 monthly. Twenty-one miles of track upon the Moncton end have been laid, and are in operation, and four mile s upon the western end. Labourers receive \$1.50 per day, carpenters and mechanics \$2.00. foremen, \$2.75 to \$3.00; locomotive engineers (narrow gauge) \$75.00 per month; steam shovel engineers, \$150.00 per month, and cranemen \$100.00 per month.

CONDITION OF PARTICULAR TRADES.

Carpenters, joiners, plumbers and masons were active, with painters busy. Builders' labourers were in good demand at \$1.60 to \$1.75 per day. In the metal engineering and shipbuilding trades all lines were active. Woodworkers were active; upholsterers busy; varnishers and polishers steady; carriage makers quiet; and barrel factory hands active. Printers, pressmen and bookbinders were very active. The clothing trades were active. Bakers were active and butchers busy. The leather trades were quiet. Barbers were active; clerks active and in demand, and hotel, restaurant, and theatre employees and laundry workers busy. Freight and passenger traffic was heavy, and train crews were in good demand. Trackmen were busy, also freight handlers. Teamsters and expressmen were active. Local unskilled labourers were in good demand, and the unemployed were few.

ST. JOHN, N. B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued dull during December, but an improvement along the docks was noticeable since the opening of the winter port. Local mill owners are now making shipments by steamers, and it is said that steam tonnage can be procured at lower rates than sail. The steamer *Beatrice* loaded two and one-half millions of laths at Stetson, Cutler & Co.'s mill above the falls for New York. This is the second steamer that went above the falls to load this season.

Thirty-four aliens came in on the Montreal express December 23, and were shipped on the *Empress of Britain*. It was said they were men brought out by the C. P. R. during the recent strike.

Up to December 26, there had been filed at the custom house cargoes for fifteen steamships. These vessels carried away Canadian goods valued at

\$1,621,487 and foreign goods valued at \$939,538, making a total valuation of \$2,561,025. The wheat shipments were 643,110 bushels.

Bank clearings for the four weeks ending December 24 were \$5,646,289, and for the corresponding period last year \$4,868,861, being \$777,428 greater in 1908 than in 1907, and \$252,678 less than during the four weeks ending November 26 of the current year. The transactions at the St. John branch of the savings bank during the month of November were: Deposits, \$52,589.76, and withdrawals, \$92,175.01.

During the four weeks ending December 22, the city cashier paid out to city employees and officials the sum of \$19,214.08.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Reports from Carleton county show that good prices prevail for produce. The following are comparative statistics:

	1908	1907	1898
Hay.....	\$ 9.00	\$13.00	\$ 6.00
Straw.....	4.00	4.50	3.00
Pork.....	.08	.08	.03½
Beef.....	.05½	.05	.04
Chickens.....	.10	.10	.06
Turkeys.....	.18	.18	.12
Ducks and geese.....	.12	.10	.07
Potatoes.....	1.10	.90	.60

In 1898 there was no market for potatoes except for local trade, and since that time the acreage has increased 500 per cent. and an outside trade of \$700,000 per year has been established in this county.

	1908	1907	1898
Butter.....	.25	.25	.15
Eggs.....	.25	.24	.16
Oats.....	.46	.45	.18
B. W. meal.....	1.75	1.50	1.00
Wood.....	5.00	4.50	2.50

Lumbering.—The operations of the William Richards Company, Limited, this winter will be at least one-third less than they were last year on account of the unsatisfactory condition of the English lumber market, and will be confined principally to the Restigouche, where the total cut last season was in the vicinity of 55,000,000 feet. The Shives Lumber Company will make a cut of between 20,000,000 and 25,000,000 feet, but the total cut on the Restigouche this

winter is not expected to exceed 40,000,000 feet. The Bay Shore Lumber Company has purchased the wharf property owned by Robert Carson and Ernest Vaughan in St. Martin's, which will give it facilities to ship its pulp wood and lumber. At Great Salmon River this company expects to get out 5,000,000 or 6,000,000 feet of logs and 2,000 cords of pulp wood, at Tynemouth Creek about 4,000 cords of pulp wood, and at Black River the same amount.

Mining.—Letters patent have been granted to the Bay of Fundy Mining Company, Limited, which succeeds the Maritime Copper Company, Limited, the Woodstock Clothing Company, Limited, and the Kent Coal Company, Limited. The first shipment of ore from the Goose Creek mine, St. John county, was forwarded to the United States on December 24, and consisted of forty tons. The ore is shipped on correct lists of the assayer, and is valued at about \$100 per ton. The ore is classed in two grades, viz., A and C. The first is bornite, and contains 34 per cent. copper, 61 ounces of silver, and 8 ounces of gold. The latter is malachite, and runs from 16 to 22 per cent. silver and from \$16 to \$26 in gold. The Canadian Iron Corporation, Limited, expects to be able to ship ore from Gloucester county mine by next fall, contingently upon the progress made with the construction of the railroad from the mine to Bathurst. With estimated shipments placed at 2,000 tons per day, the total shipments would be about 300,000 per annum, and at 5 cents per ton the royalties collected by the province would amount to about \$15,000 per year at least. Surveys for the railway are now in progress, and construction work is expected to start in the early spring, shipments starting as soon as the railway is ready for traffic.

Railway employment.—Sunday, December 27, was the heaviest day for freight traffic which has occurred to date of the winter port season. Heavy freight trains, loaded mostly with grain, passed through to West St. John at short intervals all through the day. Between midnight on Saturday and noon on Sunday, a total of one hundred and

seventy-five cars were handled at Fairville station.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, painters and decorators were dull. Plumbers, gas and steamfitters and carpenters were active. Iron moulders, iron workers and helpers, machinists and engineers and steam engineers were active. Electrical workers and linemen were busy. Blacksmiths, horseshoers and boilermakers were active, with sheet metal workers dull. Woodworkers were active, but shingle weavers were dull. Printers, pressmen and bookbinders were busy. Journeymen tailors were active. Bakers and confectioners were busy, but cigar-makers were dull. Broom and brush makers were busy. Railroad conductors, locomotive engineers and firemen, railroad telegraphers, trainmen, switchmen, trackmen and freight handlers, steamboat men and firemen and ship labourers were active, with street railway employees busy. Unskilled labour was dull.

NEWCASTLE, N. B., AND DISTRICT.

Mr. James Falconer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour has been very quiet in every line, but the lumber market is looking much brighter. This is especially noticeable in cedar shingles and spruce laths, the change being due principally to the increased demand in Boston and New York. Prices are much higher than a month ago.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are preparing for another season. Prices of farm produce of all kinds are high.

Fishing.—Smelt fishing has been poor, which is a great disappointment to the men who made preparations for a big catch. Bass fishing has been good, some men making a catch to the value of \$175.00 in one night.

Lumbering is not so extensive as for several years past, but the weather has been very fine for operating in the woods. The improvement of the market will make business better.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons have completed their work for the season. Carpenters and joiners are still busy with indoor work. Blacksmiths are busy; as there is not much snow, horses have to be kept sharp shod. Carriage and wagon makers are not very busy, as money is tight, it being an unusually dull season. Printers have had a good year on account of the three elections in this county, one Dominion and two Provincial. Butchers are all fairly busy, as the Xmas trade is always good. There is a firm supply of beef, fresh pork and fowl. Railroad men are busy on freight and passenger traffic. The unskilled labour supply is much greater than the demand, and will likely continue so for at least two months.

QUEBEC, QUE., AND DISTRICT.

Messrs. E. Little and P. J. Jobin, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month was dull, and a large number of unskilled labourers were out of work. No large contracts were under way, and the cessation of outside employment, owing to weather conditions, threw a large number out of employment. Snowstorms during the month offered some relief, giving intermittent employment to a number. In the boot and shoe trade, conditions materially improved, almost all the factories being active.

At the monthly meeting of the Quebec Board of Trade held on December 15, the following resolution was adopted unanimously:—

“That the greatest obstacle to the successful competition of Canadian with American ports, in the past, has been the

high rate of marine insurance charged upon vessels and cargoes using the St. Lawrence route. That the high rate of insurance is due to two causes, namely: The number of accidents which formerly occurred in the St. Lawrence, owing to the insufficiency of lights and buoys, the difficulty of having a ship repaired after an accident, owing to there being only one graving dock at Quebec, and the impossibility of large steamers being repaired at all, owing to that graving dock being too small. That the improvements as to lights and buoys carried out by the government of late years have been beneficial in somewhat reducing the rates of insurance, which were ruinous to the St. Lawrence route, especially in the fall of the year. But the difficulty of repairing vessels still exists; so much so that were an accident to happen to any of the present mail steamers, not to speak of the larger steamers about to be put on by the White Star line, there would be no dock in the St. Lawrence into which they could get for repairs. The Quebec Board of Trade is of opinion that this state of affairs should not be allowed to continue any longer; that it is imperative that a graving dock suitable for the largest steamers should be constructed at the tide water of the St. Lawrence, and that the Right Hon. the Premier, the Hon. the Minister of Public Works, and the Hon. the Minister of Marine at Ottawa should be urgently requested to remedy this serious menace to the safety of the St. Lawrence route. That the attention of the Quebec Harbour Commissioners should be also drawn to this important question, with the suggestion that they should offer to guarantee the excess cost of a new graving dock beyond the sum which the Dominion government offers to give its guarantee."

The steamer *Andoni*, Captain Read, left here on December 1 for Pugwash, N. S., to complete cargo. She was the last outward bound ocean steamer to leave port.

The official opening of the Metropole Company, by which name the reconstructed quarters of the Salvation Army in this city will hereafter be known, took place on December 4.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy slaughtering and marketing meats. Prices were exceptionally high, being from 1 to 2 cents higher than last year. Market prices were as follows:—

Hind quarters, 6 to 8 cents per pound.
Mutton, 10 cents per pound.
Pork, 9 to 9½ cents per pound.
Turkeys, 17 to 20 cents per pound.
Butter, 26 to 30 cents per pound.
Eggs, 46 to 50 cents per dozen.

Lumbering.—There will be fewer men in the woods than last year; conditions up to the present have been favourable, the snow fall having assisted operations.

CONDITION OF PARTICULAR TRADES.

Bricklayers and stonecutters were dull; other branches of the building trades were quiet, though carpenters and painters were fairly active. The metal trades were quiet, with the exception of electrical workers and linemen, who were active. Sheet metal workers were busy. Woodworkers were fairly active. Printers, pressmen and bookbinders, boot and shoe workers, bakers and confectioners were busy. Cigarmakers were active. The ice harvest had not yet commenced, being later by 15 days than last year, owing to the heavy snowfall, which prevented the thickening of the ice. Retail clerks and delivery employees were very busy, but hotel and restaurant employees were very quiet. Railway employees were busy, but steamboatmen were very dull. Other transportation employees were dull. The supply of unskilled labour was greatly in excess of the demand.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally has been very well employed during December. Outside

work, building operations, etc., were stopped about the middle of the month owing to the snow and frost setting in. The machine shops were in about the same condition as in the previous month, but there is every prospect of brisker times after the new year. The retail trade during the month of December was fully up to the average in some lines, but in others traders report business quiet. There has been no labour unrest during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work is at a standstill, but many of the farmers have commenced cutting cordwood.

Lumbering.—Operations are being carried out on a more extensive scale than was first anticipated, and there has been a good demand for men.

Manufacturing.—Industries here are running full time.

CONDITION OF PARTICULAR TRADES.

The building trade was very quiet, but plumbers were busy. Machinists, moulders and iron workers were quiet. All sections of the woodworking trade were active.

DISTRICT NOTES.

Sutton.—The Clark Bros. tub factory, which was obliged to suspend operations a few days ago on account of no logs, resumed work for the winter. There is now very good sleighing, and snow enough that logs can be hauled from the woods.

Thetford Mines.—Messrs. Johnson Co.'s mines closed down on Saturday, the 12th inst., it is feared, until April, owing to the dull market for asbestoes, thus throwing a large number out of employment for the winter. It is not thought likely that any of the other mines will close down except for the usual annual repairs.

Richmond.—The 14th annual meeting of the Richmond and Drummond County Cheese and Butter Syndicate was held in the Court House, Richmond, on Saturday last.

The total output of cheese was \$25,000 less than for the season of 1907, but butter increased by \$5,000. There were 18 cheese and 4 butter factories in the syndicate, with 662 patrons, 6,109 cows and they had made and sold for cash \$67,918.40 worth of cheese and \$55,114.89 worth of butter.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During December, the condition of the labour market was satisfactory, there being but little unemployment. The building trades were less active than in the preceding month, but contracts for some large buildings have been awarded. One of these was for a wing, 180 feet in length, to the Seminary of St. Hyacinthe, which will double the capacity of this institution. It was stated that the first contract in this connection was for about \$200,000. Sash and door factories and iron working establishments were active. The organ factory had a quiet month. Boot and shoe factories had a good month, and the clothing industry, which had been rather inactive, became very active. The textile trades were quiet, but activity was expected during January. The corset factory resumed activity, and some extra work was required. The masonry work on the cathedral was stopped until the spring, only stone cutters and carvers working during the winter. The Emporium cigar factory closed its doors, and its late employees have left for other localities. The fine weather had a good effect on wholesale and retail trade, and the holiday turn over was heavy. There were no changes in wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to the holiday season, agriculturists had a very busy month. Farm and dairy produce sold

well and at good prices. Under the direction of the Quebec Minister of Agriculture, the dairy school of St. Hyacinthe has been experimenting with a machine made in France which treats milk so that it can be kept indefinitely. The treatment is called homogenisation, an operation that consists of mixing so intimately the different constituent parts of the milk that it becomes impossible to disassociate them. The milk thus treated is sterilized, and can be preserved indefinitely in bottles in a perfectly pure and fresh state. Even after the bottle is opened, the milk will, it is said, remain sweet for three days. Farm help was fairly active.

CONDITION OF PARTICULAR TRADES.

The building trade had a quiet month, with the exception of painters, plumbers and gas and steamfitters, who were active. The metal trades had an active month, but woodworkers were quiet. Printers and pressmen were quiet, but bookbinders were active. Fairly active conditions were reported in the clothing trades. Cigarmakers were dull, but bakers, butchers and confectioners were active. Leather and miscellaneous trades had a very busy month. The transport trades were well employed, and unskilled labour had a fair month, though the supply was equal to the demand.

DISTRICT NOTES.

Sorel.—About 200 feet of the government wharf at the mouth of the Richelieu River gave way, causing damages estimated at from \$125,000 to \$150,000. The dredge *International* is dredging the river in the vicinity of the above mentioned wharf; when the desired depth is reached, caissons will be sunk to replace the old wharf. The steamer *Montcalm* and two scows, with the necessary apparatus, were at work trying to refloat the barge *Acetylene*, sunk in front of Varennes. The floating of the *Rodolphe*, burned in the harbour of Sorel, is being prosecuted with success. The steel dredge *Lady Aberdeen*, one of the most powerful on the St. Lawrence, has

been docked for repairs at St. Joseph. These repairs will give work to a large number during the winter.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

December was characterized by greater activity than the same month in previous years. Men employed in the erection of buildings were working full time, with exceptional fine weather prevailing.

Lumber mills had to close, as is usual at this time of the year, having sawn most of their stock of logs; they have already sent their men into the bush for the cutting season. Trade in general was fairly good. Retail trade was more active than wholesale, as is usual in December.

Rates of wages remained the same as in November, although usually they decline at this period. Good feeling prevailed between employers and employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers did not have much to do this month except the carting of their crops into town and cutting their cordwood.

Fishing.—General fishing was fairly good, but the tom cod fishing was rather late this year.

Lumbering.—The larger mills, as usual, were closed this month, but the three lumber mills connected with door and sash factories were running to full capacity as a consequence of the activity in the building trades.

Manufacturing.—The factories reported business fairly good for this time of the year.

Railroad construction.—The C. P. R. Co. is nearing the completion of its new bridge on the St. Maurice River, near this city.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons have been very busy all month, which was not usual in previous years. Carpenters, lathers, plasterers, plumbers, gasfitters, steamfitters and builders' labourers are still very busy.

Metal.—The Canadian Iron Foundry Co. sustained a loss by fire, which completely destroyed its machine shop, which was the best equipped in the city. This will cause a loss of employment to many machinists for some time, but the company is clearing the site and rebuilding immediately.

Woodworking.—Woodworkers were very busy most of the month.

Printing.—The allied trades were kept busy up to Christmas time.

Clothing.—These trades were active most of the month. Boot and shoe workers were rather quiet.

Food and tobacco preparation.—All were busy.

Leather.—A rather quiet month was reported.

Miscellaneous.—Barbers were fully employed. Broom makers, clerks, furriers, hotel and restaurant and laundry workers all reported an active month.

Transport.—Railroad employees have been fairly busy, but not over the usual. Cab drivers and hackmen and carters also teamsters and expressmen reported a good month.

Unskilled labour has been better employed in December this year than for many years past.

ST. JOHNS AND IBERVILLE, QUE., AND DISTRICT.

Mr. A. D. Pepin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market in December was active, being better than in the preceding month and in December,

1907. The supply of unskilled labour was equal to the demand. Manufactures were all running full time, with the exception of the Singer Company, which has been running only 50 hours per week for the last six months. The outlook for the employees of this concern is not bright. The Canadian Trenton Pottery, employing a staff of about 90 men, was working full time. Owing to the cold weather, the government dredge that was working in the Richelieu River stopped operations, and was being docked for repairs. All government work has stopped for the winter, throwing out of employment from 25 to 30 men. Woodworking establishments were busy. The Standard Drain Pipe Company was running full time, with a staff of about 150 men and plenty of work ahead. J. T. Taylor, manufacturer of conduit pipes, was working full time. The candle factory was dull. The straw hat factory was quiet, but the felt hat factory was fully employed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crops of all kinds were very good, except hay and vegetables.

Fishing.—The season had been the best in many years.

CONDITION OF PARTICULAR TRADES.

With the exception of builders' labourers, who were quiet, the other branches of the building trades were well employed. Iron moulders and helpers worked full time, but electrical workers, blacksmiths, shipbuilders and horseshoers were very quiet. Woodworkers were generally very busy and in demand. Printers were busy, but bookbinders had a very slack month. Journeymen tailors and straw hat makers were dull, but felt hat makers were busy. In the food and tobacco preparation trades a fairly busy month was reported, as also in the miscellaneous trades. Teamsters were employed to some extent carting snow, but were not very busy. Unskilled labour was not very well employed.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

December was very dull in several industries, and a number of manufacturers reduced the number of employees. The building trade was more or less inactive, the heavy snowstorms interfering with outdoor operations. The closing of navigation put a number of ship labourers out of employment, also a number of longshoremen; as a result, the supply of unskilled labour was in excess of the demand. A large number of labourers and teams were employed removing snow from the streets and sidewalks. The Christmas trade was very active, and retail establishments were very busy, with money plentiful. The outlook for the building trade for 1909 is bright.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were attending to work incidental to the winter season, and marketing farm produce.

Manufacturing.—The various manufacturing industries were more or less quiet, and in several instances staffs were reduced.

CONDITION OF PARTICULAR TRADES.

The outside branches of the building trade were, on the whole, very dull. Carpenters, lathers, plasterers and painters were active, with plumbers and electrical workers busy. Machinists, engineers, iron moulders and boilermakers were quiet; other branches of the iron trades were also somewhat quiet. Woodworkers, including upholsterers and wood carvers, were busy. The printing trades were well employed, with printers, pressmen and bookbinders busy. Tailors and garment workers were also busy, and boot and shoe workers active, while bakers and butchers were very busy, and cigar-makers busy. The leather trades were

very active. Active conditions prevailed in the miscellaneous trades. Unskilled labour was quiet.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market in general was fairly active during December, wholesale and retail merchants and manufacturers being well employed. With the first of December, the closing of navigation on the Lachine Canal took place. The returns for the season were heavy. Statistics of imports into Montreal for the seven last months of the season of navigation showed a decrease of \$3,013,083.29, or a monthly average of about \$430,440.47, a decrease of 20 per cent.

The receipts of the Montreal Street Railway Company for December, 1908, showed an increase of over \$20,000 compared with December, 1907. The report of the building inspector for November 1908, showed that 103 permits for new buildings, valued at \$264,610, and 19 permits for repairs, amounting to \$14,758, were issued, as compared with 80 permits for new buildings, valued at \$155,815, in November, 1907, a difference of \$108,795 in favour of 1908.

CONDITION OF PARTICULAR TRADES.

With the exception of builders' labourers, who were quiet, the building trades were well employed. Blacksmiths and horseshoers were active. Electrical workers and tool sharpeners were busy, but the other metal trades were from quiet to dull. Coopers were busy, and the other branches of woodworkers were active. Activity was reported in the printing trades. In the clothing trades, boot and shoe workers were busy, and the other branches were active. Cigar makers and tobacco workers were busy, with other branches of the food and tobacco preparation trades active. Activity prevailed in the miscellaneous trades, except with

broom makers, who were quiet. Railway and street railway employees were active, but steamboatmen and wharfingers were dull. Unskilled labour was fairly well employed.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferrière, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market in December materially improved, yet there was much loss of time incurred through scarcity of water for motive power. This is injurious both to employers and employees, since orders in every line of manufactured products are plentiful, and delay means a loss to all parties depending upon hydraulic power for production purposes. There were fully 500 men idle as a result of the low level of the river, besides the 200 or 300 who were left without work by the early closing down of the steam mills. The situation entailed, in all probability, a total loss of \$30,000 to Hull's workmen. The month, however, showed an improvement upon November, owing to the Eddy Company using steam power wherever it was found possible, in order to make up for its own curtailed supply of pulp and the decreased production of the McLarens' mills at Buckingham, which had been supplying it during the fall. It is due, also, to a slight rise of the level of the river. The situation will brighten as soon as the holidays are over, as many do not care to leave home for the bush until after Epiphany. Among these are generally to be found workmen who spend the season in the local sawmills. They have laid some money by, and can afford to remain idle in December. At the same time, when the new dam is completed above the Chaudière Falls, there will be an abundance of water and factories will start operations at their full capacity. The present evil will never occur again, as the new dam is specially intended to ward off all possibility of scarcity of water for power purposes at the Chaudière.

The effects of the many months of activity in the industrial community of Hull were directly shown on the holiday trade. Merchants were unanimous in declaring that their business up to the 28th instant was in advance of last year. Fear is entertained, however, that there might be less spending for the balance of the winter, but with the prospects of a resumption of business around the Chaudière, many are inclined to believe that money will not be scarce.

Building operations on a couple of large contracts were brought to a close, but the men will find occupation at odd jobs around town or in Ottawa. The completion of the large dam at the Chaudière released a considerable number of men and released a considerable number of men and teams, but most of them were outside labourers or belonged to the company's regular staff, so that little injury will result to local interests.

The discovery of deposits of mica in British Columbia created considerable interest in Hull, which is the headquarters of the mica market for the continent of America. It was alleged that the formations were so rich that mines in the east would be depreciated in value. Local dealers are heavily stocked with mica since two years on account of the American manufacturers refusing to buy small sized mica along with the large. However, a new mica factory was started in Hull in December. Trade is not expected to immediately pick up, but western competition is not feared locally. The new firm has rented an extensive building, employing only a few hands to start, but the prospects are that it will employ about one hundred hands when operations are fully under way.

The International Portland Cement Company is paying another semi-annual dividend to its shareholders. Altogether, the Company has paid dividends aggregating 31½ per cent. in the 41 months it has been in operation. It has doubled its capacity, which is to-day 3,500 barrels per day. Outlays totalling \$268,000 have been paid from current revenue, and there is a cash reserve of \$67,000. The capital stock of the company is \$1,250,000, and its property is valued at

\$2,000,000. The plant is running day and night the year round.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The employment of some 300 snow shovellers after each storm afforded a relief to the idle classes in December that did not exist the previous month, and consequently there was less distress among poor families. Twice the number of teams required were offered to the Ottawa Electric Railway Company for snow hauling, the surplus being due to the fewer number sent to the shanties. The pay remains at 25 cents a load, the same as last year. The shovellers are about as plentiful as last year, and receive the same wages, 14 cents an hour. Since snow-hauling on the Ottawa Electric Railway was started 14 years ago, the price for removal has exactly doubled. This is partially due to the necessity of drawing to more distant dumps. The opportunities of employment have improved slightly with the snow fall, which calls for more teamsters to draw logs in the lumber camps. There is also steadier work in the pulp and carbide factories, due to improved water power. The increased demand for lath and other sorts of lumber promises an active building season as soon as the money becomes easier for loans. Christmas trade was very brisk, and Ottawa merchants reported an increase over last year's receipts. The civic corporation reduced the wages of pipe layers from \$2.25 to \$2.00 per day. Some pipe layers who had been lowered to the rank of labourers and placed at \$1.75 per day, have been raised, and are receiving \$2.00. When the work becomes brisk in the spring, the normal rates will be restored everywhere.

The Ottawa Board of Control granted fifty dollar increases in the yearly salaries of many of the clerical staff of the city hall. The maximum salary of the assistant city clerk was increased from

\$1,500 to \$1,600, an increase of \$50 going into effect on January 1. The assistant city collector had his maximum salary fixed at \$1,500, commencing January 1 at \$1,300, and increasing \$50 annually. Two assistant bookkeepers were raised from \$660 to \$800, and the bookkeeper from \$1,100 to \$1,200. In the assessment department, the chief assessors' maximum salary was made \$1,400, and the assistant's \$1,200, an annual increase of \$50 in each case. The salary of the assistant assessment commissioner was increased from \$1,350 to \$1,500, the latter being the maximum. The salary of the city charity officer was raised from \$1,000 to \$1,200. The city hall caretaker will receive \$800, an increase of \$50. Several other increases were made in individual cases.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The price of poultry advanced rapidly at Christmas, and for some days turkeys sold at 25 cents per pound. Farmers are marketing beef and pork in large quantities, and prices show a weakness.

Lumbering.—Several large manufacturers are sold out of lath. The price of No. 1 white pine is firm at \$3.50 per thousand, an increase of 50 cents in a month. Orders for medium classes of pine are increasing from the United States. Box lumber is plentiful, and prices weak. Lumbermen report satisfactory conditions for hauling logs.

The manufacture of pulp has been resumed in a limited way since water power became better, but paper manufacturers are still buying, and the price of ground pulp has reached a record price of \$30 per ton.

Railroad construction.—The Canadian Northern Railway Company is negotiating with the city council for its Ottawa entrance. This will give the city another railway connection with Montreal. It is expected the entrance will be made by spring.

CONDITION OF PARTICULAR TRADES.

The building trades were quiet. Metal trades, etc., were active. Woodwork-

ing and furnishing trades were steady. The printing and allied trades were very busy on Christmas work. Fur manufacturers reported an unusually large number of orders. Ice cutters have difficulty laying in stock, having to go farther up the river on account of low water. The leather trades were busy. Clerks and delivery employees were rushed. The Ottawa Electric Railway Co, handled more Christmas traffic than ever before. Steam railways did an ordinary business.

KINGSTON, ONT., AND DISTRICT.

Mr. Wm. Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions in Kingston during December compared favourably with the preceding month and the corresponding month last year.

A recent report submitted by the city engineer showed that during the year there were issued 102 permits for the installation of new plumbing systems, and also 70 permits for excavations in the streets for house drains. The city engineer also presented a report showing work done under the terms of the Local Improvement Act during the year. The total length of concrete walks laid in 1908 was 6.72 miles, with an area of 159,838 square feet; being almost one mile more of walks laid than in the previous year. The cost was as follows:—Concrete walks, \$24,932.17; asphalt walks, \$65.12; concrete curb, \$31.45; sewers, \$3,310.69; total, \$28,339.43. A report on the macadam road improvement for the year showed that 29,893.4 square yards had been put down at a cost of \$9,772.31. Another report shows that during the year there were issued 89 building permits, comprising new buildings, and 30 for repairs and minor extensions and alterations. The engineer stated that at present no charge was made for permits, and as a great deal of time was taken up, both in the office and inspection, suggested that the council consider the advisability of altering the

by-law concerning the erection of buildings by inserting a clause permitting the charging of a fee. The engineer also advised the changing of the by-law so that anyone taking out a permit would be required to make a statement showing the estimated cost of the proposed work.

A statement of expenditure by the Board of Works was submitted as follows: General appropriation, \$13,011.53; local improvement works, \$25,028.74; local improvement services, \$3,310.69; O'Kill street sewer extension, \$4,151.75; macadam road improvement, \$9,772.31; other work, \$6,357.22.

The waterworks superintendent reported that 2,877 feet of new mains were laid this year, making a total of 31.35 miles of mains throughout the city. Four new hydrants were added, making a total of 243. The new services added amounted to 121, making a total of 3,606. The work of restoring the city hall dome went on almost uninterruptedly during the month, and is rapidly nearing completion.

Construction work at the Canadian locomotive works, and throughout the city generally, was carried on throughout the month.

During the month, a military board representing the Dominion government met here and formally took over the new rifle range, situated on Barriefield Heights, from the contractor. The range is said to be one of the finest in Canada, having eighteen targets, and will cost, including butts and land, about \$20,000.

Marine men and the newspapers are again discussing the necessity of greater facilities for carrying on work at the government dry dock here. It is well known that big vessels needing repairs frequently pass Kingston, because of the lack of a fully equipped repair plant in connection with the dock.

As a result of a conference between the Kingston Hotel Company, a joint committee of the city council and Board of Trade, an offer has been made to build a large summer hotel here, and to have it ready not later than May, 1910.

On Sunday, December 6th, Wormwith & Company's piano works, and W. G. Craig & Company's grocery premises

were completely destroyed by fire. The loss is estimated at \$110,000, with \$70,000 insurance; about 100 workmen were thrown out of employment as a result. Steps will be immediately taken for the rebuilding of both plants. A by-law authorizing the city council to give the companies a bonus of \$10,000 upon reasonable terms is now being submitted to the people.

The Christmas trade, while brisk, was said to be below that of last year. The falling off was in a measure caused by a slight epidemic of smallpox.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farming was quiet as a result of the Christmas holidays, etc.

Fishing.—This industry was dull.

Lumbering.—The lumbering industry was quiet.

Manufacturing.—Conditions continued active. The same applies to the mining industry.

Railroad construction and employment.—Conditions were quiet, but preparations were being made for a large amount of work in the coming spring.

CONDITION OF PARTICULAR TRADES.

The building trade was quiet, with the metal, engineering and shipbuilding trades active, and woodworking and furnishing trades busy. Printers were active, the clothing trades quiet, with bakers, butchers, cigar makers, etc., busy. Tanners and curriers were active, while barbers, broom makers, clerks, delivery employees, furriers, hotel and restaurant and laundry employees reported a busy month, and all lines of transportation and unskilled labour were active.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions in this city and district for the month of December were

much more active than at the same time last year, due to a large extent to the favourable weather, permitting more outside work to be done. There is little prospect of any suffering here the coming winter. Manufacturers report an especially active month, some firms having to work overtime to keep up with orders. There are fewer idle men here than in any previous December for years. The Lehigh cement works are running night and day. The rolling mills employ many skilled and unskilled men, while the Belleville Hardware Company had to work overtime. A large number of skilled men were engaged on the new drill hall, especially painters, plumbers and iron workers. A month or so will see this work completed. Work on the huge separate school also gave employment to many skilled and unskilled men. Two large new ice houses were erected this month. Both wholesale and retail trade were active. The different banks report business satisfactory. Many of the the cheese patrons received the season's dividends. Good sleighing prevailed the latter half of the month, which was a boon to the holiday trade. There were no changes in the rates of wages or hours of labour, and no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers received excellent prices for their produce. Christmas markets were well attended, hay and wood coming in freely.

Fishing.—Rough fishing was active the first two weeks of December.

Lumbering was active in the northern part of the country.

Manufacturing was active in all branches.

Mining.—Many men were employed at mining in this county, the big mine at Eldorado resuming operations this month.

Railroad construction and employment was quiet, a few men being laid off.

CONDITION OF PARTICULAR TRADES.

Most branches of the building trades were quiet, especially bricklayers, masons,

lathers and plasterers. Carpenters were fairly active. Painters were busy. Plumbers, gas and steamfitters were active. Iron moulders and helpers, machinists and engineers and electrical workers were busy. Brass workers and metal polishers were all working full time. Blacksmiths and boilermakers were active, as were horseshoers, as is usual this month. Jewellers reported a busy month. All branches of the woodworking trades reported a very active month, factories working full time. Wood carvers were busy. Carriage and wagon makers had an active month. Printers, both hand and job compositors, had an exceptionally active month, all hands working full time. Pressmen and bookbinders were also active. Journeymen tailors were all busy on holiday orders. There was not an idle tailor reported this month. Bakers and confectioners had a very active month, as well as butchers and meat cutters. Cigar makers were active. Harness workers reported a busy month. Barbers, clerks, stenographers, delivery employees and furriers were very active. Hotel and restaurant employees were busy. Theatre employees had a dull month. Laundry workers were active, a new laundry giving employment to a dozen hands starting up this month. Railway men in general reported a rather quiet month, a number of the regular men having been laid off early this month. Cabdrivers, carters, draymen teamsters and expressmen were busy. Unskilled labour was more plentiful than the demand, but not to such an extent as in former years.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. J. Arthur Sharp, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during December was a little better than in the previous month, and the outlook for the coming year is encouraging. The Wm. Hamilton Company

has started operations with about fifty men, and the Canadian General Electric Company is becoming busy again; the wire and pattern department were working full time, and the others will probably be started about the first of January. The lumber industry is fairly active, with full forces, but the cut will be less than that of last year. The railways had a good month. The contract for the construction of section No. 7 of the Trent Canal has been awarded; it extends from Rice Lake to Healy's Falls, a distance of about nineteen miles. The contract involves the construction of a lock at Hastings, a dam, and dredging throughout the section, as well as the straightening of the river. The amount of the contract is \$450,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers have been busy marketing their grain and produce, the roads being excellent.

Lumbering.—The lumber camps have been busy, the weather being very favourable.

Manufacturing.—Industrial establishments show a slight improvement, especially the metal trades and flour and food preparations.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were rather dull, with carpenters, lathers and plasterers fairly well employed. Painters had a good month, and stonecutters were active, but builders' labourers were dull. Iron moulders were busy; machinists reported a slight improvement, and electrical workers a good month; while brass workers, polishers, buffers and platers reported trade dull, and blacksmiths improved conditions. Woodworkers and canoe builders had a good month, and pattern makers were busy. Printers were fairly well employed; tailors had a very good month, and bakers and confectioners were very busy; but conditions with cigar makers and tobacco workers were reported somewhat dull. Tanners and leather workers reported business good. Railroad workers were very busy,

but there was very little demand for unskilled labour.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The only noticeable change in labour conditions during December, as compared with the previous month, was the activity in those lines affected by the Christmas trade. Though later in commencing than usual, the retail trade was heavier than last season, and afforded temporary employment to large numbers. The mild weather during the latter part of the month was favourable to the building trade, which continued unusually active for the season, and will afford employment for indoor workers throughout the greater part of the winter. Most of the staple lines of manufacturing were quiet, with labour, both skilled and unskilled, considerably in excess of the demand, and little immediate prospect of a decided change for the better. There were no strikes or labour troubles during the month.

The number of building permits issued during November was 412, representing an approximate value of \$1,370,649, as against 201 permits representing a value of \$638,150 for November, 1907.

The new waterworks tunnel under the Island has been inspected by the City Engineer and found satisfactory, and the water will be turned on early in January.

The City Council on the 28th voted to sell to the Otis Fensom Elevator Co. 22 acres of land in Ashbridges' marsh, of which 17 acres are under water, for \$27,500, as a site for an elevator factory, to cost \$50,000 and to employ between 500 and 600 men. The city is to fill in the acreage now under water. This is the first step towards the realization of the project for converting the whole marsh into an industrial site.

On the 15th inst., the suburbs of East Toronto, Deer Park and East Wychwood, were formally annexed to the city.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had little to do except to care for stock and marketing produce. Prices were generally good. Roads were usually in good condition for travel.

Manufacturing.—Quiet conditions prevailed in most lines, with little indication of any change until spring. At the close of the month, many plants shut down temporarily, as is customary, for stock-taking and repairs.

CONDITION OF PARTICULAR TRADES.

Building.—There trades were generally well employed for the season, slackening off somewhat towards the close of the month. Plumbers steam and gas fitters were active.

Metal.—Iron workers had a quiet month. Brass workers were fairly well employed. Jewellers and silversmiths were busy.

Woodworking and furnishing.—Furniture workers, cabinet makers and upholsterers had a fair month. Carriage and wagon workers and coopers were well employed. Piano makers had more work than in November. The Carriage and Wagon Workers' Union has been reorganized.

Clothing.—Custom tailors were active. Garment workers found trade improved. Furriers were busy, with boot and shoe workers quiet.

Printers.—Printers had an active month; bookbinders were fairly well employed.

Food and tobacco preparation.—All these trades had plenty of work.

Leather.—Leather workers were quiet.

Miscellaneous.—Hotel and restaurant employees, barbers and laundry workers were active. Clerks, salesmen and delivery men were very busy during the latter part of the month. The Barbers' Union was reorganized on the 14th.

Transport.—Railway and street railway employees, expressmen and teamsters were busy.

Unskilled labour.—A large number of unskilled labourers were out of work.

NIAGARA FALLS, AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The month and year closed amid depression in the labour market. Generally speaking, manufacturing concerns were active, but all other lines of employment were dull. There was a heavy falling-off in employment during the month, and prospects are poor for the next three months. A new steam laundry and a new bakery are to be established. Improvements to the city waterworks system, including an additional pumping-engine and rising-main, and the division of the system into low-level and high-level districts to improve the service, were nearly completed. By-laws to purchase sites for a new library, armoury and fire stations are to be voted on in January.

Holiday trade was very good and commercial conditions were generally satisfactory, but a quiet period is expected at the opening of the new year.

The city-council has reduced the price of electric power supplied to small consumers to twenty dollars per horsepower per annum. Two new public schools are to be opened shortly and appointments of teachers have been made.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The autumn was unusually dry and the country is suffering from lack of water. Many wells, ponds and creeks are dry, and in some cases water has to be conveyed considerable distances.

Manufacturing.—Manufacturing concerns were generally active. Canning factories were finally shut down. The sanitary can factory, silverware and cutlery factories, shredded wheat factory, foundry, machine shop and railway switch and frog works were all employing their full complements of hands and a steady business is anticipated.

Mining.—There were prospects of still more extensive operations in the large sand and gravel pits next season. Wells are to be sunk on the natural gas field in the endeavour to find oil.

Railroad construction.—No railway construction was going on. Except for holiday rush of passenger traffic, railway employment was quiet.

CONDITION OF PARTICULAR TRADES.

The building trades were decidedly dull, and the outlook was very poor. Several large contracts being nearly completed, many men were laid off, and no new buildings of any extent were commenced. There were many idle men in each trade. Some skilled mechanics were working as labourers, and others could find no work at all. The metal, engineering and ship-building trades were more active. All regular employees were steadily engaged in the shops and foundries, but there were few if any opportunities for employment. There was no employment in the wood-working and furnishing trades. The printing trades were steady. Bakers, butchers, ice-handlers and others engaged in similar work were quiet. Retail clerks and delivery employees will be very quiet for the first couple of months of the year. Office employment is dull. Restaurant and hotel employees were very quiet. Railway employment has been affected by a number of circumstances. The closing of navigation diverted much freight to the rails and holiday passenger traffic was very heavy but the embargo placed on cattle and meat shipments by the Canadian government on account of the outbreak of foot and mouth disease in the United States greatly reduced traffic on the main east and west lines. Some train and engine crews were laid-off and regular men were placed on the "spare" list. Electric lines were fairly active. Employment on the lakes and canals ceased for the year. Cab-drivers found little to do but teamsters and expressmen were more active. There was very little employment for unskilled labour, and many men were idle.

DISTRICT NOTES.

Port Colborne.—Autumn grain traffic on the Welland canal broke all previous records. The business of towing on the canal by steam tugs has almost ceased to be a factor in the employment of labour. There are very few sailing vessels using the canal and steam craft do not need tugs to take them through. The tug fleet is passing gradually into the use of contractors on harbour and sub-marine works.

Shisler's Point.—During the winter shut-down in the limestone quarries machinery is being repaired and preparations made for a busy summer in 1909. Nearly three hundred men, mostly foreigners, were employed during the past season.

Welland.—The Ontario Iron and Steel Company booked orders for considerable work. The rolling-mill will be re-opened in January. A large tin-plate works is to be established here, a fixed assessment and other assistance being granted by by-law approved by the electors of Humberstone township, in which the plant will be located. The Billings-Spencer steel-working plant was running over-time and had three months work ahead. The iron bedstead factory was busy.

ST. CATHARINES, AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during December remained much the same as in the previous month; while a few branches of industry were quiet the greater number found employment fair, and the general condition was active. The early part of the month's trade was comparatively light, but it increased in volume with the approach of Christmas. The Christmas trade while not so large as in 1907 was on the whole gratifying to the merchants, who reported in many cases that it was better than they anti-

pated, many of the purchases being of the better kind of merchandise. Good prices prevailed as follows: Turkeys, 20 to 25c. per lb.; geese, 12 to 14c. per lb.; chickens, 12½ to 14c. per lb.; ducks, 60 to 75c. each; eggs, 35 to 45c. per dozen; butter, 27 to 30c. per lb.; beef, hind-quarters, 7c. per lb., and front quarters, 5c. per lb.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—As a rule industries were active; a few had or are having a lull in business. The McKinnon Dash and Metal Works laid off a few hands on December 23.

Railroad construction.—The Canada Foundry Company began December 26, the construction of the trestle for the Niagara, St. Catharines and Toronto Railway Company, near Williams' basket factory, Thorold. Steel girders will replace the wooden supports; a large number of workmen are employed on this work.

CONDITION OF PARTICULAR TRADES.

The building trades were active, and favourable weather was taken advantage of to complete work previously begun. All branches of the metal trades were active and with few exceptions had a good month. The woodworking and furnishing trades were more or less active, and the printing and allied trades reported a fair month. In the food and tobacco preparation trades, conditions of employment were reported good. The leather and miscellaneous trades were fairly active, while active conditions prevailed in all branches of transportation. Unskilled labour was quiet, but at no time was there any great number of unemployed noticeable.

DISTRICT NOTES.

Port Dalhousie.—Labour was well employed. On December 21, the Maple Leaf Rubber Company's works closed for stocktaking; they are expected to re-open again in June.

Thorold.—The labour market was active for the time of year.

Merritton.—Labour was well employed with a few exceptions. The Riordan mills, which were shut down for repairs, have started operations again. The Lybster paper mills also shut down a department for a week, but resumed again on the 14th of the month. A large force of workmen are still employed on the construction of the tail race; when completed the factory will be one of the most up-to-date in the district.

Dunville.—Dunville has had very active conditions in the building trade during 1908, about 40 new dwelling houses and business places have been constructed at a cost of \$60,000.

HAMILTON, ONT., AND DISTRICT.

Mr. P. Obermeyer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

December has been a quiet month in most of the industries of this city. The weather has been mild, and outside labour has been able to take advantage of this. Building operations and civic road and sewer work did not cease, as was anticipated, with the end of November, and are still in progress. The iron and steel producing plants have been busy, but otherwise workers in these metals reported work scarce. In the stove foundry line, the works have been shut down, after working through the fall months on short time and with reduced forces. It is not unusual for the foundries to shut down at this season, but this year the period of idleness is likely to be prolonged. In spite of the comparative inactivity in industrial affairs, retail merchants declared that their business has been brisk, and receipts larger than were anticipated. Dealers say that purchases have been large, not only in the cheaper grades of Christmas goods, but in the more expensive lines. Unskilled labour, while not fully employed, had a much better month than in the corresponding period of last year.

CONDITION OF LOCAL INDUSTRIES

Agriculture.—The markets have been exceptionally large, and good prices

ruled for all kinds of farm and dairy produce. The offerings of poultry, butter and eggs were sufficient to supply the large demand during the early part of the month, but supplies of eggs and turkeys were difficult to obtain in the last two weeks. New-laid eggs were quoted as high as 40 and 45 cents per dozen, and the market of December 24, turkeys were held at 25c. and 30c. per pound, the highest figures in the history of the local market.

Railroad construction.—Work on the proposed new car barns and repair shops for the Dominion Power and Transmission Company, which was started November 23, but discontinued a few days later owing to a disagreement with the city authorities in reference to running rights over certain streets for the company's cars, has not been resumed, no settlement of the difficulty having so far been arrived at. The work will not likely be gone on with before spring.

The service of the Hamilton Steamboat company was officially closed for this season on Saturday, December 5. The season has been a most successful one. So large has the traffic become that the company will have to build another boat to cope with it. The new boat will be built in Great Britain this winter and be put in commission next season.

CONDITION OF PARTICULAR TRADES.

The building trades were fairly well employed, favourable weather enabling operations to be carried on continuously. While no large building operations were in progress, a good deal of dwelling-house construction was carried on. The high rentals prevailing for the last few years have induced many to build homes, and many others to build dwellings as an investment. Iron moulders were slack; the stove foundries were shut down, and jobbing shops were running with reduced forces. Electrical workers, after a good season were beginning to slow down. Woodworkers and furniture employees were dull. The allied printing trades have had a good month. Custom tailors were not very busy, but garment workers had a fair month. Cigarmakers were

busy, and tobacco workers were fairly well employed. Some shops shut down over the holidays. Transportation employees reported business comparatively dull; street railway men were busy during the holidays, but had only a fair month generally. The unskilled labour market has been rather dull. The absence of snow, and cold weather to make ice, has deprived a great many of work that would have relieved the situation. Ice-cutting operations would employ between 300 and 400 men in various capacities; but so far the bay has been free of ice, and dealers are beginning to feel anxious regarding this winter's ice-harvest.

Printers are negotiating with their employers over a new wage scale, the scale in force at present expiring January 1, 1909. Up to the present no agreement has been arrived at. The present scale has been in force three years, and the new scale submitted provides for a substantial increase all round. The printing pressmen and assistants are also submitting a new wage scale to run concurrently with the printers' scale. It also provides for an increase in wages. No agreement has yet been reached with employers.

The announcement that the Otis-Fensom Elevator Works had purchased a site of 22 acres in Toronto gave currency to a statement that the Hamilton plant of the company would be moved to Toronto. As far as can be learned this is not correct; the new site in Toronto is to be used for moulding shops, and it is not the present intention of the company to remove the elevator works from Hamilton. The local plant employs about 175 hands.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was not quite as active as during November, due partly to the cessation of work in the building trades and other outside work requiring favourable

weather. With perhaps one exception, the factories were not busy, one closing for several weeks during the holidays.

Merchants had a brisk Christmas trade. The school board will submit a by-law on January 4th asking for \$100,000 for a new Collegiate Institute. The council will ask the people to vote \$5,000.00 for a nurses' home and \$20,000 to supplement the amount voted last year to purchase the local electric light and power plant.

A re-arrangement in the scale of prices and the changing of some day workers to piece work reduced the wages of 25 moulders about 10% in one of the factories. About 7 labourers called "shakers out" were reduced 25c. per day.

The Cockshutt Plough Co., in accordance with annual custom, presented the employees with Christmas turkeys.

The report of the Water Commissioners show a total revenue of \$51,793.68; salaries, \$14,356.71; interest on debenture debt and sinking fund, \$24,959.45; The surplus revenue for the year is \$5,645 greater than during 1907.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agriculturists were not very busy. From this time until spring the caring for stock will be the principal occupation, work in the woods being of little account in this locality.

Manufacturing.—The condition of manufacturing continues much the same, several factories running on short time and few running with full forces. The screw factory has been busy.

CONDITION OF PARTICULAR TRADES.

The building trades were quiet. Bricklayers, masons, lathers and plasterers painters and decorators had little employment. Carpenters on inside work were active. Plumbers, gas and steamfitters were a little quiet. Iron moulders and core makers in some shops were active, in others quiet. Machinists and engineers were active; electrical workers and linemen were quiet. Metal polishers, buffers and platers and stove mounters were from active to quiet. Blacksmiths, boilermakers, sheet metal workers and

horseshoers were active. Woodworkers, carriage and wagon makers, pattern-makers and coopers were active. Printers, pressmen and the allied trades were fairly busy. Tailors and tailoresses were from active to busy. Bakers and confectioners were busy. Butchers, cigarmakers and tobacco workers were active. Leather workers and saddlers were active. Barbers were steadily employed. Clerks and delivery employees were busy. Hotel and restaurant employees were active. Laundry workers were busy. Railroad trackmen and freight handlers, street railway employees, teamsters and draymen were active. Expressmen and hackmen were a little quiet. There were a number of unskilled labourers unemployed.

DISTRICT NOTES.

Paris.—There have not been many unemployed during the month. The fabric mills were active, but the iron trades were not very brisk.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent. reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market in December as compared with last month shows an improvement in some lines of manufacturing. Very little outside work, however, was under way. As compared with last year, there was not the number of unemployed. General opinion is that the worst of the depression is over, and a decided difference in feeling is noticed compared with last December. Retail trade was about normal for the season. The Provincial Winter Fair had a record attendance, and the different associations holding annual meetings at the same time were all largely attended. Work on the new armouries was finished during the month. The London Machinery Co. has removed to its new factory, and its old premises have been taken over by the Aspinwall Machinery Co. There were no wage changes or disputes during the month.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—A general canvass of manufacturing concerns leads to the belief that conditions have undergone considerable improvement in many lines. Work is steadier, and a larger number of orders are on hand than has been the case for some time, and prospects may be considered as much brighter.

CONDITION OF PARTICULAR TRADES.

The building trades had a very dull month, the only work on hand being a small amount of repair work amongst painters, paperhangers, plumbers and carpenters. The iron trades showed an improvement over recent conditions, and orders in hand and in prospect are better. Iron moulders had an active month, as did machinists and machinists' helpers. Tube mill workers also had an active month. The woodworking trades showed little change from last month, conditions being quiet. Printers and journeymen tailors were quiet, but cigarmakers and bakers and confectioners had a busy month. Retail clerks, delivery employees and those who serve the public had a busy month owing to the Winter Fair and holiday season. Unskilled labour was in little demand except on waterworks construction, which was about finished. There does not seem to be the number of unemployed in this class noticed at this season last year.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during December was active. Skilled labourers were well employed, especially those engaged in the woodworking and furnishing trades. On the whole conditions were better than in the corresponding month last year. Unskilled labour was more or less inactive. The Haigen Company's shirt factory was completed towards the end of the month,

also the addition to the Canadian block. S. Brubaker's and J. H. Hall & Sons' planing mills started on short time, eight hours a day, on the first of the month. Trade, wholesale and retail, exceeded that of the corresponding period last year. On the 10th of the month, the H. Krug Furniture Company commenced working eight hours a day. Fire destroyed the buildings of the St. Jerome College; the loss is estimated at about \$35,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy hauling wood, saw logs, hay, etc., and making good use of the splendid roads. Market quotations were as follows:—Wood, No. 1, \$7.50 a load; old rails, \$3.50 a load; hay, \$12 a load; straw, \$6 a load; geese, 12½c. a lb; turkeys, 20c. a lb; ducks, 50 to 60c. each; beef, front quarters, 5½c. a lb; hind quarters, 6½c. a lb; potatoes, per bag, 75c, and apples, per bag, \$3.00.

Lumbering.—Conditions were more or less active.

Manufacturing.—Busy conditions prevailed, with some of the establishments working 12½ hours per day.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were quiet; carpenters and joiners were well employed but lathers, plasterers and painters were somewhat inactive. Plumbers, gas and steamfitters were well employed, with stonecutters and builders' labourers inactive. Iron moulders, iron workers and helpers, core-makers, machinists, engineers and steam-engineers, electrical workers and linemen were well employed. Blacksmiths, tool sharpeners and horseshoers were busy, but boilermakers reported trade quiet. Woodworkers, upholsterers varnishers, polishers and wood carvers were well employed. Carriage makers, wagon makers, car builders, pattern makers, coopers, gilders and shingle weavers were active. Printers, pressmen, electrotypers and bookbinders were active. Journeymen tailors and garment workers were busy, and hat makers, glove makers, boot and shoe workers were active. Bakers and con-

fectioners, butchers and meat cutters were busy, with cigar makers and tobacco workers active. Tanners and curriers, leather workers, trunk and bag makers were well employed. Barbers, broom makers, clerks, stenographers, and delivery employees were all employed with laundry workers and cooks busy. Railway train crews, telegraphers, switchmen, trackmen and freight-handlers, street railway employees, cabmen, carters, draymen, teamsters and expressmen were active. Unskilled labourers were fairly well employed.

WOODSTOCK, ONT., AND DISTRICT.

Mr. W. N. McElheran, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was very dull during December, there being a lot of idle men. Factories with one exception, (the Holmes Organ Piano Co.) worked short time, and in some cases suspended operations until after the 1st of January. Express companies had a fairly active month.

Retail trade on the whole was better than a year ago, and indications point to a better winter. A notable feature of the month was the large amount of money put on deposit principally by the farmers.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were well employed finishing outside work and getting ready for the cold weather. There was great scarcity of water, the wells in many places drying up while the creeks and ponds had in many cases almost entirely disappeared. Butter making was general. The farmers got good prices for produce, such as butter, eggs and poultry. In wooded localities farmers were busy hauling logs and getting their winter's supply of fuel. Dressed hogs, found a ready sale at 8½c. per lb. Turkeys were 15 to 18c. lb; eggs, 25 to 28c. doz; butter 28 to 30c. per lb.

CONDITION OF PARTICULAR TRADES.

Building operations were practically at a standstill. The Grey Memorial Hall gave employment to some, and it was announced that this would be completed about the first of March. Planing mill operators were busy. Carpenters had a very quiet month; lathers and plasterers had but little to do. Painters and decorators were active. Plumbers and gasfitters were busy. Moulders and machinists were slack while millwrights had a busy month in out-of-town orders. Wire fence operators were dull. Woodworkers generally were very quiet. Church organ makers had a busy month, orders being well in advance. Reed organ makers were active. Wagon makers were very dull. Furniture makers were dull, but indications are that the factory will reopen early in January. Knitting factory employees were very busy. Coopers were dull. Printers and pressmen were busy on holiday work. Journeymen tailors were quiet. Bakers and confectioners were busy. Millers were very busy, the mills for the most part running night and day. Cigar-makers were quiet. Tanners and bakers were active and laundry employees busy. Street railway traffic was good, the open mild weather making it easy to keep up to schedule at all times. Unskilled labour was in excess of the demand.

STRATFORD, ONT., AND DISTRICT.

Mr. Jos. T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during December showed but little change over the preceding month.

A better outlook for the winter months is reported than for the corresponding months of 1907-08. The W. J. Kemp Co., Limited, whose factory has been closed for a short time for repairs and stock-taking will resume operations on January 2rd. Wholesale and retail merchants reported business very good. The city council is to submit to the rate-payers at the municipal elections three by-laws (No. 1) to enter into a contract

with the hydro-electro-power commission of Ontario; (No. 2) to provide \$15,000 for park purposes and (No. 3) to raise \$25,000 for sewer farm extension.

No change in rates of wages or hours of labour and no trouble in the labour market was reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers are busy feeding stock and marketing.

A few prices are:

Butter 23 to 25cts. per lb.
Eggs, 30 to 35cts. per doz.
Turkeys, 15 to 20c. per lb.
Chickens, 50 to 65c. per pair.
Ducks, \$1 per pair.
Potatoes, 50 to 60c. a bag.
Apples, 60 to \$1.25 a bag.
Geese, \$1 to \$1.25 each.

Manufacturing.—All local factories were running fairly steady.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers and plasterers were quiet; plumbers and gasfitters were fairly busy; builders labourers were dull. Iron moulders, iron workers and machinists were busy, blacksmiths, boilermakers and horse-shoers were active; jewellers were busy, owing to the holiday trade. Woodworkers, upholsterers and polishers were active. Carriage and wagon makers and coopers were busy. Printers were steadily employed. Bookbinders were busy. Journeymen tailors were busy; factory workers were a little dull. Bakers, confectioners, and butchers were very busy, with cigar makers active. Harness makers did a good business. Barbers, clerks, and delivery employees were active. Hotel and laundry workers were very busy. Railroad trackmen and freight handlers were very busy, and passenger traffic was very heavy. Cab drivers draymen and teamsters were active. Expressmen were busy. Unskilled labour was very dull.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The year 1908 has been a dull one for employees in this city. A number of

foundries have not worked a full week throughout the whole year, notably the bolt works rolling mills, Leonard boiler and engine works and Labatts' brass works. During the month of December, a number of the foundries and factories shut down for from two to three weeks, or until early in the next year. On the railroads the embargo put on American cattle coming into Canada has had a serious effect, two trains a day being cut off from the Sarnia Tunnel at the G. T. R. car shops the men have been put on shorter time, an eight hour day having gone into effect. In the building trades business is practicably at a standstill.

The outlook taken from orders being received at the factories and foundries, promises better things for the coming year.

The Murray Shoe Co. are to commence at once the erection of a new factory, three stories high, 50 feet wide and 300 feet deep. They employ at present 90 hands, and expect to employ 150 in the new factory.

On December 1st the St. Johns Independent Telephone Company formally opened its service to the subscribers between London and St. Johns, a distance of six miles, with about 50 subscribers and 25 miles of wire.

This year \$133,042.98 was spent in permanent improvements, including six miles of cement walks, 5 miles of tile sewers, 6 miles of cement curbs and gutters, and 1½ miles of asphalt pavements; besides the above \$73,500 was expended in public buildings.

CONDITION OF LOCAL INDUSTRIES.

The prices asked by farmers for their produce were very high. The following are the current quotations on the day before Christmas:

Turkeys, lb. 18 to 20c.
Ducks, pair, \$1.20 to \$1.30.
Chickens, lb. 10 to 11c.
Chickens, pair, 70c. to \$1.10.
Chickens, alive, pair, 60c. to 75c.
Geese, lb. 10½ to 12c.
Potatoes, bag, 60 to 65c.
Turnips, bag, 30 to 35c.
Beets, bush. 25 to 35c.

Persnips, bush, 35 to 40.
Onions, bush, 50 to 65c.
Celery, 12 bunches, 25 to 50c.
Cabbage, dozen, 30 to 50c.
Lettuce, dozen, 30 to 35c.
Sage, dozen, 15 to 25c.
Savory, dozen, 15 to 25c.
Butter, creamery, 26 to 28c.
Butter, roll, 25 to 26c.
Butter, crock, 23 to 24c.
Eggs, packed, 29 to 30c.
Eggs, fresh laid, 34 to 36c.
Honey, strained, 10 to 12c.
Honey, in comb, 14 to 15c.
Apples, per barrel, \$2.50 to \$3.75
Apples per bag, 80c. to \$1.25.

CONDITION OF PARTICULAR TRADES.

Building.—There was very little work in any of these trades.

Metal, engineering and shipbuilding.—Iron moulders reported trade fair, but a large number lost time during stock taking. Machinists were busy. Metal polishers and stove mounters had three week's holidays brass workers reported trade fair.

Woodworking and furnishing.—Carriage and wagon workers were not doing much; about 100 men were taken on at the G. T. R. car works and time was reduced from nine to eight hours per day.

Printing.—All the branches, including printers, pressmen and lithographers were busy all through the month, and overtime was the rule.

Clothing.—Journeymen tailors reported trade fair. Garment workers and boot and shoe workers were busy.

Food and tobacco preparation.—The wholesale candy and biscuit factories although busy, did not employ as many hands as usual during December. Ice men started cutting. Cigarmakers were busy.

Leather trades.—Tanners and curriers were busy.

Transport.—The embargo on American cattle entering Canada, caused four brakemen, two conductors, two firemen and two engineers to be derived of their regular runs on the G. T. R. The C. P. R. was also effected.

Unskilled labour.—There is no work here for this class, and a large number of unemployed are in the city.

ST. THOMAS, ONT., AND DISTRICT

Mr. A. Killingsworth, correspondent,
reported as follows:—

GENERAL CONDITION OF THE LABOUR
MARKET.

Weather conditions during December were not altogether favorable for outdoor work and as a result it was a quiet month in the building trades. On a number of contracts outside work was continued, but the majority of workers employed found employment at inside work. In the factories, normal conditions prevailed, the month being a good average. In the railway shop, the various departments were busy. The Canada Iron and Foundry Company reported the month quiet. A reduction was made in the traffic department of the Michigan Central Railroad on account of the embargo placed upon stock and freight shipped, packed in straw, but later on in the month it was found necessary to replace a number of the train crews layed off. Figures placed before the city council by a committee representing the railway employees, placed the reduction in Michigan Central trains at 67 a month, representing a loss in wages in the neighborhood of \$10,000. It was figured that there was an equal loss to other roads handling bonded freight through this city. During the month the Michigan Central added to its motive power, three pacific type locomotives. On December 10th, work on the Ross street subway was discontinued on account of cold weather, but it was resumed after a week. Christmas shopping was heavy.

The consumption of gas by householders materially increased during the past year. In 1907, 37,957,591 feet were consumed; this year 44,669,214 feet were consumed, an increase of 6,711,616.

During the year the price of gas was reduced 15c. a thousand. The amount of business done during the past ten months by the St. Thomas Packing Company totals \$71,300, each month in the year showing gradual increase. Nine hundred and thirteen thousand pounds of pork was purchased from farmers, the packing company paying an average of \$6.16 per hundred. The

net earnings over and above operating expenses amounted to \$23,000. Twenty men, exclusive of office staff, are employed by this company.

During the month of November, 51,061,410 gallons of water were pumped from the city waterworks wells, showing a large increase over previous months, due to the M. C. R. making use of the city water.

The street railway commissioners passed a resolution ordering the city solicitor to issue a writ against the South-western Traction Company to collect \$1,300, due the City street railway for repairs, rental, etc. The request of the postmaster to permit letter carriers to ride free on the city cars was refused by the street railway Board, the postmaster being informed that it would be necessary for the government to pay \$300 a year for this privilege.

CONDITION OF PARTICULAR TRADES.

Building.—The month of December was not an active one owing to the advent of cold weather. Skilled mechanics not employed on inside work were idle. On a number of buildings work was continued throughout the month. The supply of unskilled labor was greater than the demand.

Metal.—Employees in the railway shops, including blacksmiths, boiler-makers and machinists, were well employed.

Printing and allied.—Printers reported the month an active one.

Clothing.—Journeymen tailors were quiet.

Food and tobacco preparations.—Bakers, confectioners, cigar merchants and butchers had a busy month.

DISTRICT. NOTES.

Port Stanley.—The electors will be asked to vote on a by-law in January to advance \$20,000 to the Standard Implement Co., Ltd., in return for which the village council will be given a mortgage covering the plant and contents. The company will be obliged to employ not less than 25 men continuously during the year, these men to be married and residents of Port Stanley.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during the first part of December was fully as active as that of the preceding month but slackened towards the close, and there were at the end of the month a large number out of work. The building trades were quieter than for a number of years past and the result was that several of the planing mills closed down. A number of skilled mechanic were thus temporarily out of employment.

Carriages and wagon factories were active, but nearly all other branches of trade were on short time, reducing wages in proportion.

CONDITION OF PARTICULAR TRADES.

Bricklayers, carpenters and plasterers, painters and decorators were very quiet, gasfitters were very busy, making connections for natural gas. There was no demand for builders' labourers. Carriages and wagon makers reported trade very brisk. Printers and pressmen were busy. Journeymen tailors reported the first part of the month good. Bakers and confectioners reported Xmas trade good. Barbers were fairly busy. There was no demand for unskilled labour.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were very favourable during the month and there were few idle men in the city and district. The weather was excellent for all kinds of outdoor work. The demand for men in nearly all branches was about equal to the supply. Good wages prevailed. All industries were working full time. The Postum Cereal Co., of Battle Creek,

Mich., purchased a factory site here and will erect a plant for Canadian trade to cost \$50,000 or more. It is not known how many hands will be employed, but the by-law passed in this connection calls for a minimum of 25 hands. The bonus consists of free water, free light and exemption of taxes for ten years. There are several buildings under way. Wholesale and retail was good with money moving freely. The Tunnel Company laid off between 200 to 300 men until the first of the year.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—The several wood-working establishments have had a splendid month; one factory has had to take on a number of new hands. The butter factory was running to full capacity.

CONDITION OF PARTICULAR TRADES.

Every branch of the building trades reported a splendid month, with very few idle men. Iron workers were all fully employed, and blacksmiths, sheet metal workers and horseshoers were busy. Printers and pressmen were very busy, with journeymen tailors active and garment workers in demand. Bakers, butchers, cigar makers and tobacco workers reported a good month. Leather workers, were well employed. Barbers reported trade a little quite. Clerks, delivery employees, and hotel and laundry workers had plenty of work. Owing to the quarantine placed on live stock, transportation has fallen off considerably, and this has been the means of laying off a few railroad crews. Street railway employees, draymen, teamsters expressmen and unskilled labour has been well employed.

SAULT STE. MARIE, AND DISTRICT.

Mr. F. H. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was fairly well employed during the month although the demand was

not nearly so good as at this season last year or in 1906. No measures have been taken for the relief of unemployed in this district, as it is unnecessary; hardships do not prevail to any extent.

Merchants reported a fair Xmas trade; most of them are a little behind last year, however. Manufacturing establishments were operating steadily; weather conditions were good. Navigation closed for the season on December 16th. Normal conditions prevailed in nearly all trades.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During December there has been a large number of men out of employment and many have had to seek help from charitable organisations. One contractor has started two wood camps specifically for the purpose of giving employment to men who have in previous years or during the summer just passed worked for him.

The Associated Charities opened a wood yard where men in need are given a quarter of a cord of wood to chop and for this work they are given orders for beds and for meals. It is the object of this organisation to apply this work test to all applicants for aid. In addition to the wood yard established by the Associated Charities, other benevolent organisations have given causal aid to unemployed. On the whole unemployment has been less this year than usual. It must be remembered, however, that during the winter months there is normally a large number of unemployed in Winnipeg, caused by the return to the city in November of large numbers who have been employed in railroad grading, in special gangs employed in permanent way improvements on existing roads, and in threshing and farming operations. In some years the demand for men to work in the woods absorbs all men willing to work. This year the demand for men for this class of work has only been normal, whereas the supply of men has been abnormally large. Destitution amongst men in Winnipeg is acute only with

those who claim to be physically unfitted for ordinary manual labor.

During the month there has been continued dullness in industrial circles. In all the manufacturing establishments staffs have been kept down to a minimum. The only exception to this rule has been the continued activity in the railroad repair shops, where full time has been the rule and staffs have been kept up to a maximum standard. In wholesale circles there has been a seasonable dullness, except in the case of houses which confine themselves largely to the handling of holiday goods. Christmas trade was exceptionally good and gave employment to a large number of young women and youths.

Rates of wages are likely to be weaker during the early months of the year owing to the pressure of those who have for some months had no regular employment.

The bank clearings at Winnipeg for 1908, amounted to \$614,111,239; for the previous year the total was \$599,667,576. So far as the banks are concerned the busiest month of the year was November. For that month the clearings aggregated \$86,080,626, a total greater than that for any month since the Winnipeg Clearing House was opened.

The buildings returns for the year 1908 are as follows:—

1908—	Permits	Bldgs.	Cost.
January.....	31	32	\$ 16,550
February.....	21	21	10,350
March.....	64	73	114,100
April.....	191	221	642,900
May.....	211	231	653,350
June....	176	229	792,000
July.....	169	215	1,393,750
August.....	192	214	596,100
September.....	202	236	478,600
October.....	144	168	436,600
November.....	94	100	224,100
December.....	31	31	88,800
	1,546	1,771	\$5,447,200

Below is shown in short form the record of building activity in Winnipeg by years since the year 1900:—

Year—	Permits	Bldgs.	Cost.
1900.....	530	658	\$1,551,863
1901.....	630	820	1,708,557
1902.....	822	973	2,408,125
1903.....	1,227	1,593	5,689,400
1904.....	1,768	2,268	9,651,750
1905.....	3,349	4,099	10,840,150
1906.....	3,487	4,204	12,625,950
1907.....	2,433	2,827	6,309,950
1908.....	1,546	1,771	5,447,200

CONDITION OF PARTICULAR TRADES.

Building.—Only one or two buildings are in course of completion. The new Grand Theatre has been opened and all that remains to be done is a few interior alterations. The steel frame for the new Bank of Nova Scotia building is being proceeded with but the walls are being delayed on account of the breakages in the terra cotta blocks imported from England. On the new union depot for the National Transcontinental railroad and the Canadian Northern railroad steel work is being done. So far there is not much indication of more activity during the ensuing year than in that just closed.

Metal.—In the metal trades business is quiet. Staffs are reduced and the future seems at the present moment uncertain. Hopes are entertained that with a general improvement of business there will be a better demand for the product of the foundries.

Woodworking.—Very little business is being done in the wood working trades at the present time, nor is any material change anticipated until the spring.

Printing.—Printers are not as busy as they usually are at this period of the year. A large number of workpeople usually employed in these trades are laid off.

Clothing.—Tailors have been generally speaking fairly well employed and trade has been fair.

Leather.—In the leather trades there is no special activity. Conditions are normal for this period of the year.

Transport.—Generally speaking all railroad trainmen and those employed in moving traffic are at work. It is probable that a large quantity of grain will be shipped all rail.

BRANDON, MAN., AND DISTRICT.

Mr. E. Fulcher, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during December was very quiet. Building operations

were at a standstill, and a number of workmen were out of employment. The Canadian Pacific Railway Company laid off about 25 men in the mechanical department. On the whole there was less employment for both skilled and unskilled labour than in the previous month, and considerably less than in the corresponding month of last year. Wholesale and retail trade was fair.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were very dull, 95 per cent. being unemployed. Carpenters and joiners were fairly busy. Lathers, plasterers and painters were dull. Plumbers and steamfitters were active. Stonecutters and builders' labourers were very dull. Machinists, blacksmiths, sheetmetal workers and electrical workers were actively employed. Woodworkers, varnishers and polishers were active. The allied printing trades were fairly well employed. Tailors and garment workers were actively employed. Butchers, bakers and cigarmakers were well employed. Barbers, hotel and restaurant employees were actively employed, and clerks delivery employees, etc. were busy. Railroad traffic was heavy, and teamsters and expressmen were busy. The supply of unskilled labour greatly exceeded the demand.

REGINA, SASK., AND DISTRICT.

Mr. Hugh Peat, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during the month was very quiet. Practically all building operations have ceased for the winter, with the result that all members of the allied building trades are unemployed excepting a few carpenters engaged on interior finishing work and in the factories.

The reports of the several trades unions to December 18th re employment are as follows: Bricklayers' Union, all unemployed; Amalgamated Society of Car

penters, 20. employed, 35 unemployed; Operative Plasterers' International Association, all unemployed; Brotherhood of Painters, Decorators and Paperhangers of America, 9 employed, 1 unemployed; Typographical Union, 26 employed, 2 unemployed.

The Saskatchewan Executive of the Trades Congress of Canada has forwarded resolutions to the Provincial Government praying for the enactment of factory laws to safeguard the lives and limbs of the workers in factories, and for the early appointment of a Fair Wages Officer for the Province.

Retail stores have been very busy during the month, and most of the larger concerns have taken on extra help for the Christmas trade.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Normal winter conditions prevail. Many farmers have been in the city during the last few days making Christmas purchases. There has been a very slight fall of snow so far this winter, and this coupled with the exceedingly mild weather has made the roads bad for sleighing.

CONDITION OF PARTICULAR TRADES.

Building.—All branches of the building trades are very dull; painters and decorators are fairly active; labourers very quiet.

Metal.—Electrical workers are quiet; sheetmetal workers are very dull.

Printing.—Trade is only fair.

Food and tobacco preparation.—Cigar makers had a busy month. Trade is improving generally.

Miscellaneous.—Barbers were quiet. The Lansdowne barber shop changed hands early in the month. Laundry workers had a busy month.

DISTRICT NOTES.

Sheho.—Owing to the almost entire disappearance of snow through the unprecedentedly mild weather the large supplies of cordwood being hauled to town have suddenly stopped, but there is

an ample supply on hand for local purposes as well as for export.

Market and transportation conditions continue to be first-class at this point and grain is still hauled long distances to the market here.

Owing to the frequent breakdown of work trains engaged in the construction work of the Sheho extension, progress is but slow. Elfros has been reached and ten days more should see the steel at Wynyard, the divisional point west of this.

MOOSE JAW, SASK., AND DISTRICT.

Mr. T. Backus, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during December was fairly active for this time of year, and compared very favourably with the conditions existing at the corresponding period of last year. The open weather enabled building operations to be carried on throughout the month. The foundation for the new collegiate institute has been completed according to contract and operations have now been discontinued for the winter months. Business throughout the city and district has been good for December, the Christmas trade being most satisfactory. A feature of the month has been the rush for homesteads and pre-emptions during the last days before Christmas, when seventy additional townships in the country south of Moose Jaw were thrown open for entry. The streets of the city were crowded with homeseekers and hotels and boarding houses were taxed to their utmost capacity to accommodate the incomers. In four days fifteen hundred entries for quarter sections were received at the local land office, and another rush is expected after the Christmas holidays. On Tuesday, December 22nd, a record in Dominion land entries was made here, when 724 quarter sections were disposed of. The land to the south of Moose Jaw seems to have attracted homesteaders' fancy, and some idea of the

settlement in this country may be gathered from the fact that twenty bags of mail were sent out this week to be distributed in that district. A large movement of settlers is expected from Moose Jaw in the spring and merchants are being advised to stock up and prepare themselves to meet the demand.

CONDITION OF PARTICULAR TRADES.

The printing and allied trades were busy, but the supply of labour was equal to the demand, though there were no unemployed. Journeymen tailors have been very active. Bakers and confectioners, butchers and meat cutters, and cigar makers were all busy. Barbers, clerks, delivery employees, laundry workers, hotel, restaurant and theatre employees have all been steadily engaged during the month, but there was no surplus employment. Railroad employees in all branches have had full employment. For unskilled labour there was little demand and there were a few unemployed in the city.

EDMONTON, ALTA., AND DISTRICT.

Mr. P. C. Foley, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

With the exception of unskilled workmen labour was fairly well employed during December.

Owing partially to favourable weather considerable outside work was carried on. The completion of several contracts on the Grand Trunk Pacific grade has increased the number of unemployed labourers; however, conditions compared favourably with the corresponding month last year. Bank clearings for the month of November were \$4,117,188, an increase over the corresponding month of last year of \$185,172. Building permits for November totalled \$140,000, an advance of \$56,065 over the corresponding month last year. The total for the year 1907 ending November 30th

was \$2,239,755, while for the same period this year the total is \$2,519,022.

The Dominion lands office reported 525 entries for homesteads in November; in November, 1907, the number making application were 266. For the year ending March 31, 1908, the gross revenue for the post office was \$60,540, while for the previous year the gross revenue was \$48,155.14. During the year 1906-07 the money orders issued amounted to \$166,430.84, while last year it increased to \$206,550. A similar increase is shown in money orders paid out here. For the year 1906-07 the amount paid was \$185,822.65, and for last year \$243,582.15.

The amount of postal notes paid this year was \$35,700.21, while during the previous year it amounted to \$26,927.54.

Wholesale trade was fair. Retailers reported trade very good during the latter part of the month.

Railroads report passenger traffic exceedingly heavy. According to reports from the city officials, the new street car line will be one of the best of the city's municipal enterprises. They have placed an order for four more cars. The number now in operation being inadequate to handle the traffic.

CONDITION OF LOCAL INDUSTRIES.

Railroad construction.—The Grand Trunk Pacific bridge across the Saskatchewan river at Clover Bar, will be completed by January 1st and the company intends that it be put to immediate use. The Canadian Northern line running from the packing plant to the bridge will be extended across the river for some distance for the accommodation of coal mine operators and the Clover Bar farmers.

Construction trains are now running over the bridge at Battle River and steel is being laid westward.

CONDITION OF PARTICULAR TRADES.

Carpenters and joiners, plumbers and steamfitters had a fair month. Lathers and plasterers, painters, decorators and paper hangers were active. Stone-

cutters were quiet, also builders' labourers. Machinists, engineers, blacksmiths, electrical workers and linemen had a good month. Printers and pressmen were active. Bakers and confectioners reported trade fair. The supply of unskilled labour was greater than the demand.

LETHBRIDGE, ALTA., AND DISTRICT.

Mr. Thos. S. Harold, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All trades except labourers, found ready employment during December. Work has ceased on street paving and cement works until spring, laying off several hundred men. The building trades were active, weather being fine for open air labour. Coal mines were active. Mercantile houses had an exceptionally good holiday trade.

The mine operators will meet representatives of unions here on January 12th to arrange for a conference to draw up a new working agreement.

During the month a permanent fire chief was appointed at a salary of \$125 per month. Seven firemen have been placed on the city's pay roll for fire protection in the North ward at a salary of \$25 per year.

There has been much activity in the sale of farm lands; one real estate dealer selling over 2,000 acres in one week. Prices were good.

The city is to have a new 60-room hotel. The building will be of brick.

The market master reported the following prices:

Eggs, 50c to 60c. per doz.
Butter, 35c. per lb.
Chickens, 15c. to 20c. per lb.
Turkey, 17c. to 25c. per lb.
Lamb, (carcass) 15c. per lb.
Mutton, (carcass) 13c. per lb.
Beef, (carcass) 12c. to 15c.
Pork, (carcass), 12c. per lb.
Potatoes, \$1.50 to \$1.75 per 100 lb.
Live chickens, 50c. to 75c. each.

Lethbridge has now a population of over seven thousand. Within the city

limits there are over 6,000 people. The population has doubled in the past two years. The above is the result of a census taken during the month.

The city this month put on the market \$121,500 of debentures; these were bought by the Dominion Securities Corporation for \$124,655.55.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Shipments of grain have been heavy. Complaints of lack of cars at some points were recorded.

Mining.—The Royal Mines, a new concern, commenced shipping coal this month. All mines were busy.

Railroad construction.—Work is proceeding on the steel of the new C.P.R. bridge across Belly river.

CONDITION OF PARTICULAR TRADES.

The building trades were active. Iron moulders, iron workers and helpers, steam engineers, linemen and blacksmiths were fairly active. Printing and allied trades, food and tobacco preparation, miscellaneous and transport branches were active.

NELSON, B. C., AND DISTRICT.

Mr. A. B. Dockstader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market throughout the Kootenay district was quiet during December, there being a surplus of labour in various points. However, as compared with the same month last year was a great improvement, there not being as many out of employment this year as last, while up to the present no measures, public or private, for relief of the unemployed have been considered necessary. February and March are usually the worst months in this connection.

The lumbering industry was in no better condition than last winter, very few men being employed in the woods.

some cases less wages were paid, as low as one dollar per day with board being offered, though the reduced rate was not yet general.

The Queen, Kootenay Bell, Nugget and Mother Lode mines in the Salmo district were producing gold bricks paying good profits and attracting attention to that district. The Rossland mines were prosperous with approximately, 1,000 men employed. The Blue Bird which was being developed and operated by lessees received returns from the smelter on a car of ore recently, netting \$2,400, or \$808 per ton after paying for freight and treatment. The train smelter was running to normal capacity with about 500 hands. The St. Eugene mine at Moyie had nearly 400 men on its payroll. The Hosmer coal mines were reported as having made their first shipment of coal and coke on December 22. These mines are well equipped. The electric smelter of the Canada Zinc Company, Limited, of Nelson which has been under construction during the past year, started operations and is producing spelter and lead silver bullion from mixed zinc-lead ores. The average ore treated so far has been about 40 per cent. zinc and 10 per cent. lead. The plant saves the copper in the ore as a copper matte and is a new departure in the smelting of ores, an electric current being used in place of a blast. This enables the zinc to be saved in the smelting process. The plant represents the expenditure of about \$125,000 and five years of experimental work in the development of the method. The electricity for the electric furnace is generated at Bonnington Falls on the Kootenay river.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has been in an unsettled condition, a large number of men principally labourers being out of employment. While a considerable num-

ber are finding work in railroad construction; wet weather, and consequent loss of time, has prevented them from making little more than their living expenses.

The city council has given a contract for the building of a steel bridge over the North Arm of the Fraser River, between this city and Lulu Island and it is expected that work will shortly be started; if so a number of men will find employment.

Carpenters and plumbers report a considerable amount of work going on, but state that weather conditions are not suitable for outside work.

A large barque is loading lumber at one of the local sawmills for South America; during the month one of Mexican liners called at this port for a part cargo of boxes and crates.

On the 1st and 2nd inst., a meeting of the executive of the Union of B. C. Municipalities was held in Victoria, and a number of matters of interest was discussed, representations being made to the Attorney General of the Province for changes in regard to the law governing municipal work.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agriculture is fairly active at present, good prices being obtainable for all classes of farm produce with the exception of potatoes the supply of which considerably exceeds the demand.

Fishing.—Fishing on the Fraser River is rather dull at present; some steelhead salmon are being taken, for which a ready market at good prices is found.

Lumbering.—Compared with the corresponding month of last year, especially as regards the Coast mills, the lumbering industry is considered to be in better condition, with prospects of an increase in the export trade.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers, plasterers, painters, plumbers and builders labourers, iron moulders-machinists, electrical workers, and blacksmiths were quiet. Car builders (Elec-

tric) were active, with shingle weavers dull.

Printers, pressmen, and bookbinders were active. Journeymen tailors, and boot and shoe workers were quiet; bakers, butchers and cigar makers were active, with tanners quiet. Barbers were active, with clerks and stenographers dull. Steamboat men and street railway employees were active with unskilled labour dull.

VANCOUVER, B. C., AND DISTRICT.

Mr. George Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market remained much the same as during the previous month, there being a large number of men unemployed. No material improvement in this condition is looked for until spring, when many will seek employment in the northern parts of the province.

The holiday trade was reported to have been an improvement on that of last year. The supply of Christmas poultry was good and the quality excellent. Turkeys, (wholesale,) cost from $18\frac{1}{2}c.$ to $22\frac{1}{2}c.$ a pound. A good business was done in fruit and vegetables. Apples, well packed and coloured, were scarce and advanced $25c.$ a box. Japanese oranges arrived in first class condition, and were much superior to the shipments received last year. Car load shipments of bananas arrive regularly twice a week. The hardware business continued good in all lines. Prices for flour and feed were fair.

During the year the city engineer's department carried out improvement work as follows:—2.16 miles of wood block pavement, .05 mile of stone pavement; stone block pavement, in lanes, 1.214 miles; macadamized roads 1.361 miles. About three and a third miles of streets were graded, and a little over 19 miles cleared and rough graded; plank walks, 22.15 miles were put down and 1,200 lineal feet of wooden curbing. Ten concrete and six wooden culverts were installed and 6,600 lineal feet of box drains.

Considerable work was done in the way of filling roads across ravines, repairing bridges, constructing foot bridges, etc. and very extensive improvements have been made on sewers and other local works.

Land registry receipts for Vancouver for the year 1908, closed with a total of \$93,083.25 as against \$85,761.10 for 1907, and \$70,831.20 for 1906. In 1905 the total receipts were only \$41,407.40.

Compared with the preceding year customs returns for the port of Vancouver showed a decrease, but the figures for the closing months of 1908 are considerably in advance of the corresponding period of 1907.

Bank clearings for the last month were the largest on record, reaching \$18,320,904; in December, 1907, they amounted to \$15,694,611, and 1906 to \$15,090,995. The clearings for the year 1908 amounted to a grand total of \$183,083,446.

The value of building permits issued during 1908, amounted to \$5,947,423, compared with \$5,622,724 in 1907.

More than a quarter of a million dollars was spent in stamps at the post office this year. The Christmas mail almost double in quality this year compared with last.

Steps were taken to have a landing wharf built on the North Vancouver side of the Inlet in the first narrows opposite Stanley Park. The Royal Crown Soap Company, Limited, has amalgamated the businesses of the Royal and Crown Soap Companies of British Columbia.

Activity continued in real estate on the North shore. Slightly over one mile of water-front property was purchased for \$400,000. The Bank of Hamilton also purchased a corner in North Vancouver for \$25,000 and the Bank of British North America a corner for \$9,000.

The total revenue derived from Chinese immigration into Canada for the fiscal year was \$746,000.

The Parliamentary Committee of the Trades and Labour Council favoured an eight-hour day on all civic work, and recommended that the day-work system be applied on all civic work, and also that the city give preference in work on civic buildings to those only who are *bona fide* residents of the city. The

Trades and Labour Council was asked by the Parliamentary Committee to co-operate in the organization of a Municipal Tenants' Association for the purpose of allowing all workingmen who are householders to be systematically placed on the voters' list, and thereby be able to avail themselves of the franchise. The action of the Juvenile Protection Association in passing certain resolutions about the protection of children was endorsed by the Trades and Labour Council. The Council has decide to take steps to publish an official organ of its own. It also passed the following resolution:—"That this council circularize other unions in the province as to the advisability of requesting the British Columbia Executive of the Dominion Trades Congress to call a convention of the wage-earners' organizations of British Columbia for the purpose of bringing about a Labour Representation Committee."

The amount collected for the Fernie fire sufferers was \$12,727.65 of which \$9,000 was in cash and \$2,578 in provisions.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—The British Columbia salmon pack for the season of 1908 totalled 542,689 cases, an increase of 76,795 cases over the 1904 season, the period corresponding in the four year cycle. The halibut fishing steamer "New England" reached port with 89,000 pounds of fish.

Railroad construction. — The street railway system will be extended to Hasty's townsite, east of the city, and three miles distant.

CONDITION OF PARTICUTAR TRADES.

There was no particular change in conditions among the different trades but it is expected that an improvement will take place as spring approaches. A new Methodist church is contemplated, which will give employment to a number. Tailors reported trade dull.

DISTRICT NOTES.

Prince Rupert.—Conditions at Prince Rupert are very quiet. The weather

has been wet. It is not expected that there will be any demand for artizans until next May or June. The steamers from the south bring a few passengers in the second-class or steerage and these will more than meet the demand for white workmen.

VICTORIA, B. C., AND DISTRICT.

Mr. W. E. Ditchburn, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions in Victoria somewhat improved over last month. This was owing to the fact that a large number of unskilled labourers working for the city that were laid off temporarily have now returned to work. There are now about 650 men altogether working on the city improvements, putting down new water mains, laying out new streets, and laying permanent block and cement pavements. The skilled trades, too, have found work more plentiful, but there has always been enough men to do the work, no shortage of labor in any trade having been reported.

It is reported that Messrs. Swift & Co. are about to construct a large packing establishment in Victoria. This firm has establishments at Edmonton, Vancouver and Seattle.

The building trades found work particularly active. During November the building permits taken out were for \$104,710 worth of buildings as against \$99,755 in October. Three large brick buildings are now under constructing. The total number of permits taken out for the past eleven months and the amounts involved month by month are as follows:—

Month.	Permits.	Value.
January.....	36	\$ 54,725
February.....	44	73,315
March.....	58	110,800
April.....	52	123,125
May.....	39	79,795
June.....	46	74,010
July.....	54	106,080
August.....	60	132,770
September.....	38	53,630
October.....	54	99,755
November.....	47	104,710
Total.....	528	\$1,017,715

The following is a statement of travel over the local lines of the British Columbia Electric Railway Co. for the past eleven months, compared with the same period of last year:—

Month.	1908	1907
January.....	326,200	271,866
February.....	318,110	283,542
March.....	337,933	287,606
April.....	365,715	274,378
May.....	439,924	321,093
June.....	425,639	327,562
July.....	449,776	360,552
August.....	438,121	355,691
September.....	404,436	340,457
October.....	335,417	304,722
November.....	334,086	316,731
Total (11 months).....	4,175,357	3,434,200

Bank clearings for the month of November were not as great as those of the previous month, but were over \$19,000 in excess of those of the same month of last year, as will be seen by the following table for the past eleven months of this year as compared with the same period of 1907:—

Month	1908	1907
January.....\$	4,391,096	\$ 3,909,509
February.....	4,271,712	3,705,822
March.....	4,290,782	4,059,507
April.....	4,634,089	4,554,441
May.....	4,695,628	4,853,441
June.....	4,500,812	4,848,161
July.....	4,940,841	5,208,912
August.....	4,259,213	5,026,571
September.....	4,319,219	4,422,859
October.....	5,062,689	5,304,664
November.....	5,049,844	5,030,519
Total (11 months).....	\$50,417,635	\$50,926,346

The duties collected at the Victoria customs house for November amounted to \$82,816.73. The total revenue was \$95,864.78. Of this \$13,035 was collected in poll taxes and for certificates issued to Chinese.

During the past year, up to December 8, the number of steamers arriving at this port amounted to 2,997 in all, and the steamers leaving outbound totalled 3,086. Of the arrivals the vessels entered from foreign ports totalled 1,089 and the steamers outbound to foreign ports 1,151. The coasting arrivals totalled 1,888 and the outbound coasters numbered 1,935 vessels.

The following is a table showing the number of Japanese immigrants landed at Victoria, B. C., from 1st September, to 30th November, 1908:

Sept.—Wives of resident Japanese.....	5
“ Children to join parents.....	4
“ Males to join families.....	5
“ Farmer.....	1
Oct.—Wives of resident Japanese.....	14
“ Children to join parents.....	9
“ Males to join families.....	2
“ Students.....	1
Nov.—Wives of resident Japanese.....	6
“ Children to join parents.....	4

51

The number of Chinese immigrants landed at Victoria, B. C., from 1st September to 30th November, 1908, was as follows:—

September.....	13
October.....	37
November.....	39

89

Both wholesale and retail trade was brisk and almost up to last year's record.

There have been no changes of wages during the month. A movement is on foot to request the city to pay the corporation workmen every week instead of twice a month, as has been the practice of the last few months. Up to a short time ago the city had a regular monthly pay day.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Although there has been a considerable decrease in the price of rough lumber, all the mills and factories here were running full time and business is reported to be exceedingly brisk; and the outlook bright for the future.

Manufacturing.—At the ship yards and iron works business is reported to be fully up to the average, the yards of the British Columbia Marine Railway Co., having been very busy during the last month on repair work.

Mining.—First class indications of coal in paying quantities have been located on the West Coast of this island lately and there is every probability of new coal fields being opened up in the near future, by a Vancouver syndicate. The seams are in close proximity to the life saving trail being built by the Dominion Government.

Reliable reports of good ore bodies are being brought from Queen Charlotte Islands, the Portland Canal and Valdez Island, and it is estimated that the year

will show a larger production of ore from the coast than for the past five or six years.

Other industries.—Trade in all the other industries was reported almost as good as last year.

NANAIMO, B. C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions have not been as favourable as last month, there being a larger number of men idle. Owing to bad weather outside work has been unsteady and the mines in the district have had a good many idle days. The merchants reported a fair holiday trade, but not as good as was expected. There have been no changes in hours of labour or rates of wages during the month.

Work is being pushed on the white steam laundry, which has every indication of being a successful undertaking.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Herring fishing is in full progress and there are more men engaged in it than last year. Herring fishing at this place has been showing an increase every year for the last few years and the demand for the fish, cured and salted, can hardly be met by the companies engaged.

Lumbering.—There is not much activity in the logging camps in this district. The different sawmills in the district

are working steadily with a gradually increasing demand for lumber.

Mines.—The coal mines in the city and district are not working as steadily as was expected for this time of the year, there not being a very strong demand from the American side, which has been the principal market. The several new mines that have been opened up have divided the home market, thus causing a slackness in the work. Work at the quarry has been suspended for a short time owing to the weather, but there is an increasing demand for the product from the local quarry.

Railroad construction and employment.—Work is being pushed on the extension of the E. & N. Railway. Work is also being pushed on a road to connect the South Wellington new mine with salt water.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons reported work as quiet. Carpenters have been doing very well, there having been more building and repairing during the past year than for a long time before. Painters and paper hangers were quiet. Plumbers are active.

Builders' labourers have not done much during the month. Machinists and engineers have been quiet, but blacksmiths and carriage makers reported work active. Printers have been active. Teamsters and express men have been quiet.

There has not been much work for unskilled labourers, and there are a number of idle men in the district.

THE CANADIAN INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907, DISCUSSED BY PROF. ADAM SHORTT BEFORE AMERICAN ASSOCIATION FOR LABOUR LEGISLATION.

At the annual convention of the American Association for Labour Legislation held in Atlantic City, N.J., on December 29 and 30, an interesting feature of the proceedings was an address of Prof. Adam Shortt of Ottawa, Ont., on the Industrial Disputes Investigation Act, 1907. Prof. Shortt, it will be remem-

bered, prior to his appointment as one of the Civil Service Commissioners, made necessary by the Civil Service Amendment Act, 1908, was called upon to act as chairman in the case of a considerable number of Boards established to adjust disputes referred for settlement under the terms of the Industrial Disputes In-

vestigation Act and acquired in consequence a large experience of the workings of the Act in all its different phases. Prof. Shortt's address was, as its author pointed out, devoted to certain special observations and deductions derived from his experience rather than to a systematic analysis of the Act or to a discussion in detail of its merits and defects.

Dr. Victor S. Clark of Washington, D.C., who at the special request of President Roosevelt conducted an investigation into the operations of the Act some months ago and subsequently prepared an exhaustive report on the subject, which was to the general effect that the Act had achieved its object, was present at the convention and led the debate that followed the delivery of Prof. Shortt's address.

Prof. Shortt's Paper.

The address given by Prof. Shortt is believed to be of sufficient interest and importance to justify its inclusion in the pages of the present issue of the *Labour Gazette*. The address was as follows:—

The object of this paper is to give some account of the practical operation of the Canadian act for the prevention of strikes or lockouts arising from industrial disputes connected with public utilities. The observations, deductions, and conclusions which are here presented are based chiefly upon the experience of the writer as chairman of eleven different boards of conciliation and investigation, established under the Act, and dealing with disputes affecting almost all of the typical forms of public utilities to which the Act applies, namely, railroads, including their telegraph services, lake and river shipping, street railways, coal and metal mining.

No attempt is made to give a systematic analysis of the Act, or to discuss in detail the merits and defects of its various provisions. This service has been very thoroughly performed by Dr. Victor S. Clark of Washington, in his admirable report on "The Canadian Industrial Disputes Investigation Act of 1907", undertaken at the instance of President Roosevelt and published in the Bulletin of the Bureau of Labor for May, 1908. To this

report I would refer those who desire to obtain the most complete information available as to the nature of the Act, the object of its various provisions, and the general results of its operation up to the time of the preparation of the report last spring. With so excellent a background for general reference, I feel justified in devoting my paper to certain special observations and deductions derived from a somewhat intimate experience of the operations of the Act.

The title of the Act in question, which came into force about the beginning of April, 1907, is "An Act to aid in the Prevention and Settlement of Strikes and Lockouts in Mines and Industries Connected with Public Utilities". The short title is "The Industrial Disputes Investigation Act, 1907." But the still shorter title by which it is commonly known in Canada is "The Lemieux Act", so named from the Minister of Labour in the Dominion Cabinet. Yet, as Mr. Lemieux has frequently pointed out, the Act was chiefly compiled by the Deputy Minister of Labour at the time, Mr. Mackenzie King.

The Act does not undertake to deal with all labour disputes, but only with those affecting public utilities; and even here it does not provide for a compulsory settlement as the result of arbitration. It simply requires that before a strike or lockout may take place there shall be a reference of the dispute to a board of conciliation and investigation composed of three members, one appointed by the employer, another by the employees, and a third selected by these two, or, in default of their agreement, by the Minister of Labour. Should this board be unable to effect a settlement then on the presentation of its report to the Department of Labour, the parties are free to adopt any method of settlement they please, including a strike or lockout. Thus, though the board of conciliation and investigation has considerable legal power in the way of summoning witnesses, taking evidence under oath, investigation books and premises, etc., it has no legal power to force a settlement between the parties. If, however, the methods of conciliation should fail to bring the parties to an agreement,

the results of the investigation are to be placed before the public in the shape of a report of the board, through the medium of the Labour Department, and it is expected that this report will afford a basis for the formation of an intelligent public opinion, in the face of which neither the employer nor the employees could care to maintain a position adverse to public sympathy. So far as the experience of the Act for some eighteen months may be judged, the general expectation as to the efficiency of its methods has been reasonably justified. Yet, naturally enough, it has met with criticism from both sides, as has indeed been the case with practically all legal or other devices for the adjustment of conflicting interests.

Operation of a Typical Board.

Having outlined the purpose of the Act, we may take up the actual operation of a typical board of investigation and conciliation in dealing with a matter in dispute.

Where both parties have nominated a member of the board, and the chairman has either been agreed upon by the other members or, in default of their agreement, has been appointed by the Government, each party as a rule undertakes to present its own case before the board. Where, however, one or other party has refused to nominate a member of the board, either claiming that there is nothing to arbitrate or that it is impossible to recede from the position which they have taken, the board, though completed by the Department of Labour, is very unlikely to effect a settlement. The writer of this paper having had to face two such cases, it was felt that the first thing to be done was to get the objecting party to waive its objections and to agree to take part in the presentation of the case before the board. In both the cases referred to, the parties eventually withdrew their objections, undertook the presentation of their case before the board, and a settlement was ultimately effected in each instance. When a board is constituted, each party is commonly represented before it by three persons, usually officials of the company in the case of the employers, and,

on the other side, special delegates from a general committee of the employees. This special committee commonly consists of a general salaried officer of the union, not in the employment of any company, assisted by a couple of union officials who are in the employment of the company. Assisting and advising this special committee there is commonly a larger committee representative of the general body of the employees. In the case of railway and telegraph companies the general committee is selected from different districts throughout the operation of the system. The general officers of the company, on the other hand, are commonly assisted by minor officials who are in direct touch with the conditions under dispute. As a rule no restriction has been put upon the number allowed to be present on either side.

The Question of Publicity During Procedure.

In the case, however, of all the boards presided over by the writer it was arranged that there should be no newspaper reports of the proceedings before the board. The objection to such reports has been that the very calling for a board implied that there were more or less radical differences of opinion and assertions of right, which the respective parties were about to lay down and defend, but which, in the course of the proceedings before the board, must be given up or at least greatly modified on one or both sides if a settlement were to be reached. In a court of law the arguments on either side are presented and maintained to the close of the case, the verdict is given by the Court and accepted of necessity. There is no objection, therefore, to the publicity of the argument. But where, as before a board of conciliation, the verdict is to be reached by concession and compromise, and voluntarily accepted by both parties, it is not so readily reached if there is a daily record in the press of every modification of the original claims which were advanced with confidence and backed with vigour through all the fruitless conferences which have preceded the reference

of the case to a board. Moreover, in the presence of the press there is a strong temptation to talk to the gallery rather than to the subject in hand, all of which is very inimical to that attitude and frame of mind which is essential to the settlement of difficult and often bitter disputes which only come to such a board when all other methods of settlement have failed. As to the interest of the public in the case. When a settlement is reached the chief public interest is served; and when it is not reached, a definite and intelligent report of the whole case is presented to the public, which, from such a report, is better able to judge of the real merits of the respective cases, than from the fragmentary and picturesque notes of the reporter, wherein the cutting blasts and high temperatures are fully recorded, but the calm weather largely ignored.

Though provision is made in the Act for the issuing of subpoenas to compel the attendance of witnesses, and though this has been taken advantage of in some cases, yet our boards never found it necessary to resort to any legal machinery, either to secure witnesses, or procure such documentary evidence as was essential to an understanding of the matters in dispute. Where the representatives of both parties to a dispute are in each other's presence before the board, and familiar with the conditions under which the services rendered are performed, there is little dispute as to the actual matters of fact, though there is naturally much difference of opinion as to the conclusions to be drawn from the facts, or the rights and obligations which are connected with them. Where also no advantage is permitted through an appeal to technicalities, and where all parties are permitted to modify or change their views without prejudice, and where no conditions, past or present, having an essential bearing on the matters before the board, are barred from consideration, there usually results a free and frank discussion of all phases of the points at issue. The result is that, in a preliminary survey, the majority of the matters in dispute are eliminated, either by the employer conceding the claims of the

men or undertaking to remedy abuses, the real character of which is frequently learned for the first time, or by the employees withdrawing their claims on learning how exceptional or intangible they are, or how impossible it is to frame practical regulations covering them. A frequent demand was one for the introduction of some new general rule which, as it often turned out, was intended to cover only one or two special cases, which should have been dealt with by the grievance committee.

The Process of Settlement.

Thus, by a process of give and take and the recognition, frequently for the first time of the real difficulties in each other's situation, very many of the matters in dispute may be disposed of in conference, leaving only those on which the opposing parties hold more or less radically inconsistent views, and the waiving or conceding of which would involve more or less far-reaching consequences. Once the essential differences between the parties have been definitely brought out, and the grounds on which the respective claims rest have been made plain, and once the minor points in dispute have been cleared off or disposed of, there is usually found to be little need for prolonging the discussion between the two parties before the board. Hence at this point, if a settlement has not been reached the sessions of the board are usually adjourned. It might seem that, having reached this stage, the board has nothing further to do but to sum up the facts and arguments, reach a decision and frame an award, leaving to the parties the option of accepting or rejecting it. If both accept the award the dispute is at end, if not, they are free to continue it or seek a settlement of their own, and in doing so to resort to a strike or lockout. Reports have been presented at this stage, some of which have been accepted and others rejected by one or both parties. Not in all cases, however, where awards have been rejected, have industrial struggles followed; though in the most important cases they have, notably in the recent strike of the mechanical trades of the Canadian Pacific Railway.

In our boards, however, the incident was never regarded as closed when we had submitted our proposals for a settlement, and they were not accepted, as sometimes happened. The parties were seldom brought together again, but negotiations between them were conducted by the board with the chairman as a common medium, assisted, in dealing with the employers, by their representative on the board, and, in dealing with the employees, by their representative. Occasionally, however, the chairman conducted the final negotiations alone. The object of these negotiations was to find, on either side, the lines of least, and also of most resistance, to overcome prejudice, to plead what seemed to the board or the chairman as the just cause of each side with the other, and gradually to break down or dissolve away the barriers between the parties until so little remained that it was not worth while to risk a great and uncertain struggle for so small an ultimate advantage, even if successful.

Fundamental Problems Often at Stake.

While it is true that in labour disputes there is much that is mainly due to mutual suspicion, personal prejudice and perhaps honest misunderstanding of each other's motives and conditions, yet it is also true that there are very real, and fundamental economic and social problems to be dealt with, in facing which one may thoroughly sympathise with both sides, and which are not therefore to be disposed of by any amount of good feeling or a clear understanding of each other's position. But, as these fundamental problems must be carefully and frankly dealt with if a settlement is to be reached, it is essential that they should not be complicated by misunderstanding and prejudice, or the arousing of those class and personal feelings which, however trivial and unreasonable in themselves, are, after all, chiefly responsible for the strike and the lockout. Yet, as in the end some settlement of the real problems must always take place, in the negotiations special emphasis was placed on the fact that the real question was not one as to agreement or non-agreement, but as to

agreement with or without a strike, and it was urged that it were better to have reasonable concession without loss, than concession to mere superior strength, which might or might not be on the side of justice, and where loss was certain to be multiplied manifold.

The character of the negotiations carried on between the close of the proceedings before the board and the final adoption of a settlement, depend upon a great variety of conditions, in which, of necessity, the personalities of the parties presenting the respective cases constitute no small factor, while the state of the labour market and the prospects of trade are naturally important considerations.

While, in certain respects, the board acted merely as a path finder, seeking the line of least resistance, yet it had also to lay down and strongly support by all reasonable argument backed by concrete demonstration, certain radical principles of practical justice which were not always very readily admitted on one side or the other. There were certain general principles for which the chairman of the board considered it necessary to steadily contend irrespective of the nature of the dispute in question. The more important of these were the following:—First, on behalf of the employees, the wisdom and necessity of recognising the labour unions, in the sense that no employees should be discriminated against because they were members of labour unions or officers in them. Second, on behalf of both employers and employees, the principle of the open shop, in the sense that no one should be forced to join a trades union as a condition of obtaining employment, and hence that all agreements reached, whether negotiated with trades union officials or not, were to apply as between the company and its employees, regardless of whether they were members of trades unions or not. In discussing the schedules of rules and regulations under which services were to be performed and the rights and privileges of employers and employees to be defined and safeguarded, the principle was always maintained that the employer was essentially entitled to manage his own business, while the employees should be free to

manage theirs. The company must be as free to judge of its officers and their promotion as the employees to elect their union officials and judge of their services in their interests. This does not alter the fact that it is as unwise for a company to employ an officer who is unable to get on well with his men, be they union or non-union, as it is for a union to elect an officer who is continually making trouble with their employers. Nevertheless the appointment of the one and the election of the other are matters to be ultimately dealt with by the company on the one hand, and the employees on the other.

The normal problems to be dealt with before boards of conciliation, and which furnish the real and practical bases for negotiation, are those concerned with rates of pay, hours of labour, overtime, conditions of promotion, and reasonable protection for life, limb and general health. In covering those matters our boards usually discouraged the multiplying of rules and regulations, many of which often attempt to deal either with trivial matters or special cases. In the matter of promotion it was generally held that while seniority should prevail, where all other things were equal, yet it was not in the interest either of the men or of the company that seniority should be preferred to merit. Seniority as the chief factor in promotion is as inadmissible for the efficient conduct of a large and complex business or a public service, as it would be in the selection of the chief officers for the administration of the affairs of a trades union. It is true that, inasmuch as promotion by seniority eliminates completely the personal judgment essential to promotion by merit, it enables the union officials to escape a great deal of difficult material for grievance committees. For, however evident it may be to an impartial judge that an individual is legitimately passed over in the matter of promotion, it is but rarely evident to the man himself, and his righteous indignation is apt to enlist the sympathy of his friends and breed trouble for the union officials which is by no means off set by the self-complacency of the party promoted-

for the ills of life are much more clamorous than its blessings. As the domestic troubles of the unions eventually affect their relations with the employers, practical wisdom should counsel a reasonable concession on the part of the employers to promotion by seniority.

In the matter of wages and conditions of employment it was seldom found possible to accept, in practice, the principle that the same service should be everywhere paid for at the same rate, even as between competing companies in the same locality. There were historic, financial and other factors, in the case of railways, for instance, which rendered it expedient to recognise existing differences in rates of pay and conditions of employment, not only as between different railway, but as between different districts or sections of the same railway. Similarly, in coal mines, street railway systems, etc., uniformity of rates and conditions could not always be maintained. On the other hand, there was a tendency on the part of employers to withhold reasonable information as to the conditions under which different employees were engaged and promoted. As a rule this attitude appeared to be simply the result of historic conservatism and honest prejudice. But the very discontent and suspicion of the employees, owing to the withholding of such information, were frequently regarded as sufficient evidence of the wisdom of maintaining a secrecy which was of little or no advantage to the Company, while the occasion of much irritation among the men. On these and similar points it was found necessary to take a stand on principle, and to patiently argue the matter out with one or other, sometimes with both, of the parties to the dispute.

Features of Disputes.

In practically all cases there were features in the dispute where the legitimate claims of both parties considerably overlapped. The profits of a company and the wages of its men might be alike below the rates of other competing companies. The geographic and climatic location of a railroad the hardships and

dangers of a water route, the geological peculiarities of a coal mine, might render one much more disagreeable, hazardous or costly to operate than another, while the profits of the company were not seldom in inverse ratio to their difficulties of operation. And yet, for neither capital nor labour, and still less for the public, was the abandonment of the property a reasonable solution. Here, then, the perfectly reasonable claims of both parties might have to be denied, not on principle, but in practice, and a compromise sought which would be the least unreasonable or unfair for both. Yet, where each side was looking frankly to its own interest, it was the problem of the board to discover a basis of settlement which both could be persuaded to accept.

Sometimes when it appeared that all possible grounds for agreement or acceptable compromise had been exhausted, without bringing the parties within each other's range of concession, it was found advantageous to drop the negotiation for a few days and permit all parties, the board included, to ruminate on the matter in all its phases, and then to tackle the residuum once more when the mellowing influences of time and reflection had made concession look less like personal weakness and inconsistency, and permitted perhaps the re-statement of the proposed settlement in a more acceptable form, or in one at least which had not the disadvantage of having been explicitly rejected.

As to the general attitude of the leaders of capital and labour towards each other, and towards a board of conciliation, one obtains a variety of impressions, the general outcome of which is a strong conviction that while one may recognise the operation of certain economic principles, yet the personal factor is a very powerful one, and the study of a particular case is more concerned with the manner in which economic principles affect the personal factor, than the manner in which the personal factor affects economic principles. But while abstract economic theories are of but slight application, the study of practical economics is of great value. As experience in this line widens, one is more and more convinced that the method of Adam Smith is very much

more real and effective, and hence more truly scientific, than the method of Ricardo, and of some more modern theorists. After all, economics is more of a concrete and descriptive science than of an abstract or theoretic one.

Where the personal equation of leadership or organizing power is apparent on both sides of the table, though in quite different forms, one recognises that it is not so much a question of expounding economic principles as of the diplomatic handling of human personalities, the elimination of mis-conceptions, the removing at once of sensitive suspicion, the memory of old struggles, and the unwillingness to exhibit the apparent weakness of receding from a stand once taken. In dealing with all these primary phases of the subject, however, the man who is equipped with a background of working economic principles, derived from a study of concrete economic conditions, historic and contemporary, has a very great advantage over those who have no similar training. For after all both sides in an industrial dispute, though often scornful enough of ordinary economic doctrine, are themselves the exponents of economic theories which not infrequently differ from those of the schools in being more narrow and more abstract, because generalized from a smaller or more highly specialised range of facts. Thus the value of an economic training in dealing with such matters is not so much that it enables one to make a direct appeal to economic principles in the settlement of disputes, as that it enables one to realise the one-sided or impracticable character of many of the generalizations made by people who have given little or no attention to economics.

Methods of Settlement.

As to the general effect of the Canadian law it may be said that the experience of the Act throws much interesting light on the relative merits of compulsory and voluntarily methods in the settlement of labour disputes. The combination in the Canadian Act of the compulsory feature in requiring the submission of the matters in dispute to a

board of conciliation before a strike or lockout may take place, and the voluntary feature, in permitting either or both parties to accept or reject the award of the board, appears to promise the best method of effecting reasonable settlements and of promoting improved relations between capital and labour. Experience indicates that it is impossible, in a democratic community, to compel any considerable number of men to work under given terms of employment; nor, in spite of the hostages to the courts which the property of an employer furnishes, is it possible to compel him to employ any given number or men on certain prescribed terms. Freedom to accept or reject proffered terms of employment, and freedom to manage one's own business are essential to sound economic relations in a free community. Experience has proved also that the compulsory feature in the Canadian Act is almost impossible of enforcement where either of the parties considers it advisable to refuse to submit its case to a board. Where such refusal has taken place, however, it has usually been on the supposition that the acceptance of the award of the board was essentially compulsory. Thus it is only the voluntary nature of the ultimate settlement which renders the compulsory submission of a case to a board at all workable. To refuse to submit one's case to a board, where the award is not binding, is a rather obvious confession that the case will not bear investigation, and is likely to invoke the adverse influence of public opinion.

In securing the submission of an industrial dispute to an impartial board, more than half the battle is won; for in the proceedings before the board, both parties learn, as a rule, much more of the real merits of each other's case than is otherwise at all possible. Moreover, where there exists a constant fear of being committed to some objectionable decision by the evidence presented, in the case of compulsory arbitration, each party is particularly guarded in its own evidence, and particularly anxious to block or counteract the evidence presented on the other side. But where the evidence presented and the discussion before the board do

not commit either side to more than they are ultimately willing to accept, and where they are not menaced by the selective whims of a press reporter, there is naturally much more freedom and latitude in the treatment of the case. Many phases of the subject are taken up, and vital relations of capital and labour discussed in a manner which is frequently of the greatest possible educational value to both sides, and the good effects of which are by no means confined to the case in hand.

Considering how very seldom in their discussion of the merits of their respective cases the weaknesses of their own position and the strength of their opponents are frankly admitted, I have been agreeably surprised to find how readily in the end, even in the discussion before the board, but more particularly in the separate discussions afterwards, each side could be brought to concede the validity of their opponents' position on many points. Another encouraging feature, considering what interests are at stake, is the general calmness and good feeling which prevail in the discussions before the boards. Occasionally the temperature may exhibit a sudden rise when some tender spot is rubbed, but such occurrences are rare. Much the liveliest case we experienced, in the way of an exchange of picturesque compliments, was one in which two very respectable international unions were seeking to establish themselves on the same base and on the same side of it with reference to a railway company.

There are many reflections suggested by the experience of the concrete cases which have been brought under the operation of the Canadian Act, but only a few samples could be presented in this paper. The policy and method of the Canadian Act by no means afford a certain remedy for industrial disputes. No practical man dreams that industrial disputes can be prevented from occurring, because there will always be cases where justice unavoidably pertains to both sides. There are, however, many disputes which are chiefly due to historic prejudice, mutual ignorance and misunderstanding, and it ought to be possible to dispose of most of these, and to effect a working settlement

in the case of many of the others. All that one may claim for the essential features of the Canadian Act is that, if tact-

fully handled, they provide a reasonable method of securing the maximum of concession with the minimum of compulsion.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF DECEMBER, 1908.

DURING the month of December the Department received three applications for the establishment of Boards of Conciliation and Investigation, as follows, *viz.*:

(1) On behalf of the employees of the John Ritchie Company, Boot and Shoe manufacturers, Quebec; the dispute affecting, it was alleged, 40 employees directly, and 300 indirectly.

(2) On behalf of the commercial telegraphers employed on the lines of the Michigan Central Railway, and alleged in the application to be in the service of the Great North Western Telegraph Company; the dispute affecting, it was stated, 25 employees directly, and 55 indirectly.

(3) On behalf of the Station and Telegraph employees of the Kingston and Pembroke Railway Company; the dispute affecting, it was alleged, 19 employees directly, and 1,600 indirectly.

Earlier Applications.

Of applications received prior to the beginning of December, proceedings in connection with which remained at that time unfinished, there were the following, *viz.*:

(1) On behalf of the employees of the Canadian Pacific Railway Company being

members of the Brotherhood of Locomotive Firemen and Enginemen.

(2) On behalf of the employees of the Manitoba and Saskatchewan Coal Company, Bienfait, Sask.

(3) On behalf of the employees of the Galbraith Coal and Coke Company, Lundbreck, Alta.

Reports Received During November.

During the month of November the Department received two requests, namely, in the case of the dispute between the Manitoba and Saskatchewan Coal Company of Bienfait, Saskatchewan, and its employees, and in the case of the Galbraith Coal and Coke Company a Lundbreck, Alberta, and its employees. In the case of the first named of these disputes, that of the Galbraith Coal and Coke Company, the report of the Board was unanimous and included a statement to the effect that the same had been accepted by the parties to the dispute as a settlement of the differences between them. With regard to the report in the case of the dispute between the Manitoba and Saskatchewan Coal Company and its employees the report of the Board was not unanimous, a minority report being presented by Mr. Sherman, the member of the Board appointed on the recommendation of the men.

I.—SETTLEMENT BEFORE A BOARD OF DIFFERENCES BETWEEN THE GALBRAITH COAL AND COKE COMPANY OF LUNDBRECK, ALTA., AND ITS EMPLOYEES.

THE Department received on December 14 the findings of the Board of Conciliation and Investigation established in the case of the dispute between the Galbraith Coal Company and its employees, the latter being members of Local No. 2275 United Mine Workers of America, Blairmore, Alta. The report

was signed by all the members of the Board, and the final paragraph of the report stated that the officials of the Galbraith Coal Company on the one hand and the officers of the Union representing the men on the other hand, had expressed their willingness to abide by the recommendations set forth.

The application in this case was received on October 19, 1908. The subject of dispute was stated to be that of wages and general conditions of labour. The conditions demanded included the check-off system, the delivery of coal by the Company to employees at \$2.50 per ton of 2240lbs., the sale of powder to employees at the same rates as in the other mines of the district; that all miners should work as partners, and none should be permitted to employ labourers; also various changes in the wage scale rate and increase on the wages formerly paid. The number of men concerned in the dispute was placed at 30.

The Minister decided to establish a Board as demanded, and a Board was constituted as follows, *viz.*:

Mr. F. B. Smith, Edmonton, Alta., appointed on the recommendation of the employing Company;

Mr. J. A. MacDonald, Blairmore, Alta., appointed on the recommendation of the employees;

Mr. Charles Simister, Fernie, B.C., appointed on the joint recommendation of Messrs. Smith and MacDonald.

Text of Board's Report.

The Board met at Lundbreck on December 4th, and the dispute was amicably arranged, as stated above. The text of the report of the Board was as follows:

In the Matter of the Industrial Disputes Investigation Act, 1907, between the Galbraith Coal Company, Limited, and its employees, Members of Local 2275, U.M.W. of A., Blairmore, Alberta.

LUNDBRECK, ALTA., 7th DEC., '08.

Sir:—We, the undersigned members of the Conciliation Board in the matter of the above dispute, have carefully investigated the causes and beg to submit our report.

Under Clause 23 of the Act, we endeavoured to bring about a settlement. We thoroughly examined the Company's pay-rolls for the past four months and finally came to the conclusion that the

whole cause of the trouble was in regard to the amount earned by the miners in room work. From this evidence it was decided to make an examination of the mines, and if possible ascertain the cause of the trouble. This work being concluded, we were of the unanimous opinion that under the present system of working, the price per ton paid in room work was too small; the main reason of this seeming to be a double shift being worked in each room daily and the partners not working in harmony. We (the Board), beg to recommend the following course to be adopted by the Galbraith Coal Company, Limited, and their employees:

1st. All room work only to be worked single shift and where the miner fails to earn the minimum rate of wage, as stipulated in Article 3 in the agreement made between District No. Eighteen, U.M.W. of A., and the Western Coal Operators' Association, as in force at the Breckenridge & Lund Coal Mine immediately adjoining (a copy of which agreement is hereto attached), then Article Three be adhered to.

2nd. The Checkoff system be accepted by the Company as in Article One of the same agreement.

3rd. We also recommend that if the Employees decide to make an agreement with the Company, then this will be on the basis of the agreements with neighbouring collieries (hereto attached) which agreements end on the 31st of March, 1909.

We have interviewed the representatives of the officials of the U.M.W. of A. District No. 18, and the officials of the Galbraith Coal Company, Limited; from these parties we are assured that they are willing to abide by the recommendations of this Board.

Representative on recommendation of Employees:

(Sgd.) J. A. MACDONALD,

Representative on recommendation of Galbraith Coal Co., Ltd.

(Sgd.) F. B. SMITH,

Chairman of Board:

(Sgd.) CHAS. SIMISTER.

Article of Agreement.

Attached to the report was a copy bearing the signatures of the three members of the Board of the pamphlet containing the agreements existing between District No. 18, U.M.W. of A. and the Western Coal Operators' Association. Article 3 of the agreement made between the Union named and the Breckenridge and Lund Coal Company, as contained in the said pamphlet, and which constituted a

part of the agreement entered into as a settlement of the present dispute was as follows:

"Any miner failing to earn the minimum rate of three dollars (\$3.00) per shift owing to any abnormal conditions of his working place, shall be paid by the Company an amount sufficient to secure him the said minimum, provided he is a capable man and has done a fair day's work."

II.—REPORT OF BOARD IN CASE OF DISPUTE BETWEEN MANITOBA AND SASKATCHEWAN COAL COMPANY OF BIENFAIT, SASKATCHEWAN, AND ITS EMPLOYEES.—MINORITY REPORT PRESENTED.

THE Department received on December 8, 1908, the report of the Board established in the case of the dispute between the Manitoba and Saskatchewan Coal Company of Bienfait, Sask., and its employees, the same being signed by Mr. Justice Dawson, Chairman of the Board, and Mr. G. R. Crowe, the member of the Board appointed on the recommendation of the company. Some days later a minority report was received, signed by Mr. F. H. Sherman, the member of the Board appointed on the recommendation of the employees.

The application in this case was received in the Department on March 16, 1908, being signed by Mr. John R. Galvin, Vice-President of District No. 18, U.M.W. of A. and Mr. Jos. Twist, Secretary of the Local Committee of Miners at Bienfait. The dispute was alleged to relate to conditions of labour and rates of wages. The claims of the miners involved full recognition of the United Mine Workers of America, an eight-hour working day and the standard wages of District 18, as now prevailing in the lignite fields of Southern Alberta." The number of persons concerned in the dispute was stated to be 50.

The Board was established as follows, namely: Mr. G. R. Crowe, Winnipeg, appointed on the recommendation of the Company; Mr. F. H. Sherman, Taber, Alta., appointed on the recommendation of the employees; the Honourable Mr. Justice Dawson, Winnipeg, Chairman appointed in the absence of a joint recom-

mendation from the other members of the Board.

The Board appears to have investigated the dispute without delay and to have arrived at the conclusions finally set forth in the report. There appears, however, according to the representations to the Department, to have been some slight degree of confusion or misunderstanding as between the various members of the Board with respect to the manner of preparing the report to the Minister or otherwise, and an unusual delay occurred in this matter. The report was in consequence not formally received in the Department until the date above named. It has not, however, been represented to the Department that the question of the settlement of the dispute to which the report relates was prejudiced by this delay.

The report of the Board recommended the payment of the same rate of wages and contract mining rates as those prevailing at the Taylorton and Roche Percee coal mines. The rates at the Taylorton mines, it may be remarked, were arranged before a Board of Conciliation and Investigation under the Industrial Disputes' Investigation Act during the summer of 1908. In the present case the Board could not see its way to recommend an eight-hour working day. The demand for coal from the mine at Bienfait was said to be uncertain and the coal was stated not to be of a character suitable for storing; consequently some elasticity in the matter of

hours was, in the opinion of the Board, desirable. No opinion was expressed by the Board on the question of the recognition of the Union.

Mr. Sherman, in the minority report, took strong exception to the attitude of the directors of the company in their representations before the Board. Mr. Sherman urged that the United Mine Workers of America should receive full recognition from the Company; he contended that the same rates of wages and the same conditions of labour should prevail at Bienfait as existed in the lignite coal fields of Southern Alberta; he recommended finally that an agreement should be made between the Company and its employees on the same basis as that already in operation as between the Western Collieries Limited of Taylorton and the United Mine Workers of America.

Copies of the report and minority report were sent to the respective parties to the dispute, but at the close of the month the Department had not received word from either party to the dispute with regard to its attitude towards the report or the minority report. The following is the text of the report of the Board:

Text of Board's Report.

To the Hon. The Minister of Labour,
Ottawa, Ontario.

In the matter of Industrial Disputes Investigation Act, 1907, and in the matter of a dispute existing at Bienfait, Saskatchewan, between The Manitoba & Saskatchewan Coal Company, Ltd., employers and their employees as represented by District No. 18, United Mine Workers of America, employees.

Submitted on the 22nd day of April, A.D., 1908, by the Department of Labour to the Board of Conciliation and Investigation, consisting of: The Honourable Alexander Dawson, Winnipeg, Mr. George R. Crowe, Winnipeg, Mr. F. H. Sherman, Taber, Alta.

The said Board begs to report that the majority of Board reports as follows:

(1) We were unable to effect a settlement of the disputes between the Employers and the Employees:

(2) We do not feel called upon to give any opinion as to whether or not the Union should be recognized.

(3) We do not consider that the rate of wages in the Lignite Fields of Southern Alberta should govern the rate of wages in the Lignite Fields of Eastern Saskatchewan.

As to an eight-hour working day, from conversation with the employers and employees, and from the evidence given (a copy of which is sent herewith) there does not appear to be a general desire for same. The working of this mine must necessarily be conducted in a different manner from one which is worked for all or nearly all the year. There is practically no demand for the Bienfait Coal for a considerable portion of the year. During the summer the quantity of coal taken from the mine is very limited. It would not be desirable or even practicable to establish a rigid system of an eight-hour working day, besides the coal is of such a nature that it does not stand storage and at the season of the year when a somewhat heavy demand arises for this coal unless there is some elasticity as to the hours constituting a working day very considerable loss would arise to the employers, and we are not able to see that an eight-hour working day firmly adhered to would be in the best interest of the employees.

We recommend that the same rate of wages and contract mining rates be paid at the Manitoba and Saskatchewan Coal Company, Ltd., mine as prevail at the Taylorton and Roche Percee Coal mines.

Winnipeg, 26th day of November, A.D. 1908.

(Sgd.) A. DAWSON,
G. R. CROWE.

Text of Minority Report.

MINOT, ALTA., Dec. 17, 1908.

To the Hon. the Minister of Labour,
Ottawa, Ontario.

In the Matter of the Industrial Disputes Investigation Act, 1907, and in the matter of differences between the Manitoba and Saskatchewan Coal Company of Bienfait, Sask., and its Employees.

Submitted on the 22nd day of April, A.D., 1908, by the Department of Labour to the Board of Conciliation and Investigation, consisting of The Hon. Alexander Dawson, Winnipeg, Mr. George R. Crowe, Winnipeg, Mr. F. H. Sherman, Taber, Alta.

The undersigned acting as a representative of the Employees on the above Board begs respectfully to submit the following as a minority report.

The failure to bring about a settlement of the above dispute was chiefly owing to the arrogant attitude assumed by Senator Watson and his fellow directors. Their principal contention being that they refused to recognize the right of any labour union to make a collective agreement on behalf of their employees.

I regret that my colleagues upon the Board of Conciliation and Investigation failed to express their opinion one way or the other upon this important question, as affecting employers and employees. Every other Board upon which I have had the honour to serve

has decided that the employees have a right to make a collective agreement through their respective unions.

I, therefore, say that the United Mine Workers of America, should receive full recognition at the hands of the Company. No evidence was given to show that the Company were not making as much profit as the mines in the lignite coal fields of Southern Alberta, the work being very similar. The cost of living is little if any cheaper. I think that the same rates and conditions of labour should prevail at all mines competing in that same market.

I, therefore, recommend as a basis of settlement that an agreement should be made between the Company and the Union upon the same basis as the agreement now in force between the Western Collieries, Limited, of Taylorton, Sask., and the U.M.W. of A. All of which is respectfully submitted by,

Yours obediently,

(Sgd.) F. H. SHERMAN.

III.—REFERENCE UNDER THE ACT OF A DISPUTE IN A QUEBEC BOOT AND SHOE MANUFACTORY.

AN application was received in the Department on December 17 in the case of a dispute between the John Ritchie Company, manufacturers of boots and shoes, Quebec, and certain of its employees being lasters, the application being signed on behalf of the employees by Elzear Ferland and F. A. Galarneau, President and Secretary respectively of the Union Protectrice des Cordonniers-Monteurs of the city of Quebec.

The dispute being one relating to an industry not in the nature of a public utility could be brought within the scope of the Industrial Disputes' Investigation Act only by virtue of section 63, which provides that a dispute in the case of a non-public utility industry may be referred to a Board of Conciliation and Investigation under the Act; provided the two parties concerned agree together to such reference and inform the Department accordingly. In the present case, therefore, a statement was re-

ceived in the Department also on behalf of the Company agreeing on its part that the matter should be referred for adjustment to a Board of Conciliation and Investigation, while the employing company and employees agreed in the statement that the employees, who had ceased work for a few days on account of the differences with the firm, had returned to work without change in conditions on the understanding that the dispute would be referred for settlement under the terms of the Industrial Disputes Investigation Act. The number of men stated in the application to be affected by the dispute was placed at 27 directly and 205 indirectly, though in the statement received on behalf of the Company the figures were put at 40 and 300 respectively.

The cause of dispute was stated to be the introduction of "pulling over" machines, the manner of operating the same, and the establishment of a fair scale of

wages in connection therewith. The firm claimed that the employees had been offered a day wage at the rate of \$12.00 per week while learning the machines and that the employees had worked on this basis for a brief period, and had then ceased work demanding the same scale of wages as they had been previously paid for hand work and allowing nothing for the up-keep of the machine or the royalty on the same. The officer of the Bureau of Conciliation of the Province of Quebec used his good offices in the dispute and assisted in securing a reference of the same under the terms of the Industrial Disputes Investigation Act, as above stated.

The Minister established a Board as demanded, appointing thereto the following gentlemen, *viz.*:

Mr. Felix Marois, Quebec, on the recommendation of the employing Company;

Mr. Zebedée Berubé, Quebec, on the recommendation of the employees;

Dr. Charles Coté, Quebec, on the joint recommendation of Messrs. Marois and Berubé, chairman.

The Board was constituted in the last days of December and further proceedings had not been reported to the Department at the close of the month.

IV.—TWO DISPUTES BETWEEN TELEGRAPH OPERATORS AND THEIR EMPLOYERS REFERRED UNDER THE ACT.—WESTERN COAL MINING OPERATORS AND THE ACT.

ON December 26 the Department received an application for the establishment of a Board of Conciliation and Investigation in the case of a dispute between the Kingston and Pembroke Railway and certain of its station and telegraph employees being members of the Order of Railway Telegraphers. The application was signed by Messrs. D. Campbell and A. Forsyth, officers of the Order of Railway Telegraphers. The number of workmen alleged to be affected by the dispute was stated to be 19 directly, including two females, and 1,600 indirectly. The cause of dispute was stated to be a claim for increased wages and improved working conditions as set forth in a schedule attached to the application. The application was under consideration by the Minister at the close of the month of December.*

On December 29 the Department received an application for the establishment of a Board of Conciliation and Investigation with reference to a dispute between certain telegraphers being members of the Order of Railway Telegraphers and performing commercial telegraph

work for the Great North Western Telegraph Company along the lines of the Michigan Central Railroad in Canada. The number of employees affected was stated to be 25 directly and 50 indirectly. The cause of dispute was declared to be the abolition of commissions paid on commercial telegraph business by the Great North Western Telegraph Company since September, 1907. The employees asked the restoration of these commissions, claiming that they are now called upon to perform without pay, work for which they were formerly paid. The rates of pay claimed are 20 per cent. on local business and 8 per cent. on further business, these being, it is alleged, the rates of commission paid by the said Company prior to September, 1907. In their statement of efforts made by parties concerned to adjust the dispute the applicants state that the management of the Michigan Central Railroad "claims to have no responsibility in the matter, and that it lies entirely at the good will of the Great North Western Telegraph Company to pay these commissions or decline to pay them." On the other hand it is asserted that the Great North Western Telegraph Company refers the employees to the Michigan Central Railroad Company.

* A Board was established during the early days of January, to which were appointed by the Minister Mr. J. L. Whiting, K.C., Kingston, Ont., on the recommendation of the employing company, and Mr. J. G. O'Donoghue, Toronto, on the recommendation of the employees.

During the month also the Department had informal communication concerning the Act with two western coal mining companies, namely, the Nicola Valley Coal and Coke Company of Merritt, B.C., and the Domestic Coal Company of Taber, Alta. The Department received a telegraphic message on December 16, stating that a dispute existed at the mines in the case of the Nicola Valley Coal and Coke Company, and asking that the same might be referred for adjustment under the Act. The Department placed itself in communication immediately with the two parties to the dispute, and was subsequently informed that the employees, who had ceased work for a day or two, had returned to work on a temporary arrangement pending a settlement of the dispute and that before a Board was established further efforts to secure the adjustment would be made between the parties directly concerned. The Department had not been informed further touching the matter at the close of the month.

On December 14 the Department received a telegraphic message from the management of the Domestic Coal Company of Taber, Alta., stating that a number of miners in the employ of the Company had ceased work contrary to the terms of the Industrial Disputes Investigation Act, and that about 75 miners were affected. A letter confirmatory of this intelligence was subsequently received in the Department from the Company and the assistance of the Department was requested in arranging for an adjustment of the dispute. The Department at once communicated by wire with the parties to the dispute and received word on December 23 from the Secretary of the Union that the difficulty had been settled, and that the men had returned to work. This statement was corroborated by a letter received in the Department from the Company on December 29.

STATEMENT SHOWING PROCEEDINGS UNDER THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907, DURING THE CALENDAR YEAR, 1908.

DURING the calendar year 1908 the Department of Labour received reports from Boards of Conciliation and Investigation established for the adjustment of disputes in the following cases, viz.:

1. The McKinley-Darragh-Savage Mines Company of Cobalt, Ont., and its employees to the number of 120.
2. The Cumberland Railway and Coal Company of Springhill, N.S., and its employees to the number of 1,600.
3. The Grand Trunk Railway Company of Canada and railway telegraphers in its employ to the number of 500.
4. The Grand Trunk Railway Company of Canada and carmen in its employ to the number of 800.
5. The Temiskaming and Hudson Bay Mining Company of Cobalt, Ont., and its employees to the number of 50.
6. The Dominion Coal Company of Sydney, N.S., and its employees to the number of 7,000.

7. Certain mining companies of Woodpecker, Alta., and their employees to the number of 72.

8. The Hamilton Street Railway Company, and its employees to the number of 120.

9. The Dominion Marine Association and seamen of the Great Lakes in its employ to the number of 450.

10. The Western Dominion Collieries Company of Taylorton, Sask., and its employees to the number of 90.

11. The Cumberland Railway and Coal Company of Springhill, N.S., and its employees to the number of 1,600.

12. The Ottawa Electric Railway Company and its employees to the number of 256.

13. The Port Hood-Richmond Railway & Coal Company and its employees to the number of 300.

14. The Canadian Pacific Railway Company and its mechanics to the number of 8,000.

15. The Standard Coal Company of Edmonton and its employees to the number of 20.

16. The Chignecto Mines Coal Company, Chignecto, N.S., and its employees to the number of 200.

17. The Nova Scotia Steel and Coal Company of Sydney, N.S., and its employees to the number of 1,750.

18. The Cobalt Central Mines Company of Cobalt, Ont., and its employees to the number of 105.

19. The Canadian Pacific Railway Company and telegraphers in its employment to the number of 1,605.

20. The Intercolonial Railway of Canada and freight clerks in its employment at Halifax and St. John.

21. The Quebec Heat, Light and Power Company and its street railway employees to the number of 116.

22. The Quebec and Lake St. John Division of the Canadian Northern Railway Company and carmen in its employment to the number of 49.

23. Various companies comprised in the Canadian Northern Railway and the locomotive engineers in its employment to the number of 342.

24. The Galbraith Coal and Coke Company of Taber, Alta., and its employees to the number of 30.

25. The Manitoba and Saskatchewan Coal and Coke Company of Bienfait, Sask., and its employees to the number of 50.

Disputes Unsettled at End of Year.

In addition to the above disputes, reports concerning which were received in the Department, there were at the end of the year the following disputes which were under consideration by Boards of Conciliation and Investigation established under the Act, *viz.*:

1. The Canadian Pacific Railway Company and members of the Brotherhood of Locomotive Firemen and Enginemen in its employ to the number of 2,000 directly and 5,000 indirectly.

2. The John Ritchie Boot and Shoe Manufacturing Company of Quebec and its employees to the number of 232.

3. The Kingston and Pembroke Railway Company and telegraph operators in

its employ to the number of 19, while 1,600 were alleged to be affected indirectly.

4. Members of the Order of Railroad Telegraphers employed on the lines of the Michigan Central Railway in Canada and alleged to be performing commercial telegraph work for the Great North Western Telegraph Company to the number of 25; 50 further employees being alleged to be affected indirectly.

One Reference followed by Strike.

In only one of the disputes referred for adjustment under the terms of the Act, and the report in connection with which was received in the Department during the year, did a lockout or strike occur, the exception being the case of the Canadian Pacific Railway Company and its mechanics, numbered 14 in the above list. In this case the Board, after an exhaustive investigation, made a report signed by two members, which was accompanied by a minority report signed by one member. The Company accepted the findings of the Board, while the employees refused to accept such findings. A strike commenced on August 5 and continued until October 5, when the Department was informed that the employees had decided to accept the award of the Conciliation Board, and the men returned to work accordingly on the terms set forth in the findings of the Board.

In the majority of the other cases enumerated above, settlements were affected in accordance with the recommendations of the Boards of Conciliation and Investigation respectively established. In a few cases where the report of the Board was not of a unanimous nature and was accompanied by a minority report it is believed that the circumstances brought to light during the investigation, and the publicity given to such investigation, were responsible for bringing about an improved situation, as a consequence of which the strike or lockout originally threatened was averted. This was definitely reported to be the case in a number of instances where no actual agreement was signed as an outcome of

the investigation, and in any case the single instance cited is the only example in which during the entire year a strike occurred in connection with a dispute after the same had been referred for investigation.

With reference to the four disputes that remained under consideration by Boards at the end of the year it may be

pointed out that one of them, that namely in the case of the John Ritchie Boot and Shoe Factory at Quebec, is a dispute in the case of an industry not of a public utility and which was referred for adjustment under the Act by joint consent of the two parties concerned, as provided for by section 63 of the Industrial Disputes Investigation Act, 1907.

INDUSTRIAL AND LABOUR CONDITIONS IN CANADA DURING 1908.

THE year 1908, from the standpoint of industry and labour, did not compare favourably throughout with 1907. The general depression which followed the financial panic of the early autumn of 1907 was continued during the following winter, spring and summer, and had a widespread influence on conditions of employment. The closing three months of the year, however, were much more active than the corresponding months of 1907. General conditions accordingly were the reverse of those of 1907, in which the first nine months were characterized by activity and the closing three months by dullness. On the whole, it can be stated at the beginning of 1909 that credit and confidence have been again established on a firmer basis than at any time in the previous fifteen months and that the progress toward a renewed buoyancy, while steady and somewhat slow, has been substantial, and on safe and satisfactory lines.

To the above conditions the chief contributing agencies have been the heavy agricultural yields of the past year, and the satisfactory market conditions which have prevailed. The monetary return from the 1908 crop is estimated at the unprecedentedly high total of \$432,500,000. The result has been a steady revival in trade conditions from the moment that the returns from this source began to reach the hands of the producers. In addition, the fishing and mining industries reported fair yields, while railway construction, as in the preceding year, gave employment to many thousands of men. In the lumbering industry, trade after a dull year shows evidence of improvement during 1909, both in British Columbia, Ontario and the Eastern Provinces.

The policy of rigid regulation adopted by the Dominion Government with regard to immigration, by curtailing the number of arrivals by over one half, assisted greatly in adjusting the labour market. Trade and revenue declined and trade and banking profits generally were diminished. The most important features of the autumn months was the unprecedented large quantity of Western grain shipped before the close of navigation, and a pronounced increase in traffic and earnings among the railway companies.

As above stated, the outlook at the close of 1908 was regarded as much more favourable than at the close of 1907, the acreage of land broken in the prairie provinces being larger than in any previous year, with no prospect of diminution in the amount of railway construction in progress, and with financial conditions restored to their normal situation.

Immigration and Colonization.

The number of immigrants arriving in Canada during 1907 was approximately 280,000. During the past year the returns will be somewhat less than 50 per cent. of this total. The decrease has been almost wholly in the number of arrivals by ocean ports. This was largely the result of the active steps taken by the government throughout the year, and especially during the winter months, to discourage arrivals. During January an order in council was passed prohibiting immigrants from landing in Canada unless they had \$50 up to February 15th, or \$25. from that date to April 1st, in addition to inland transportation. Immigrants were also prohibited from landing unless they came direct from the country of their

birth or citizenship by continuous journey and on through tickets purchased before leaving ⁽¹⁾. In the following month immigrants coming to Canada on assisted passage were made subject to exclusion unless inspected by a Canadian officer in London, Eng. ⁽²⁾. In March the provision requiring immigrants to have at least \$25 on landing in Canada, or employment to go to, was extended until December 1st, 1908 ⁽³⁾. In July, 1908, also, a number of important regulations and instruction were issued by the government having reference to the inspection of immigrants ⁽⁴⁾. Again, in September, the minimum money qualification which had been in force during the winter of 1908 was re-enacted ⁽⁵⁾. Throughout the year deportations and exclusions were actively carried out by the government. The distribution of the arrivals was, as in previous years, largely in western Canada, though a number were placed on farms in Ontario and Quebec.

The subject of Oriental immigration was widely discussed in Canada throughout the year, owing in part to the large number of Chinese and other Orientals entering the country through British Columbia. The number of Chinese immigrants was larger than in several years past. The immigration of East Indians to Canada was made the subject of a special mission of the Deputy Minister of Labour to Great Britain for the purpose of conferring with various Departments of the British government. The representations then made on behalf of the people of Canada were received and fully discussed and a satisfactory understanding reached ⁽⁶⁾. The Deputy Minister of Labour was also appointed a commissioner during the year to enquire into the losses sustained by the Chinese population of Vancouver, B.C., during the riots in that

city during September 1907 ⁽⁷⁾. An order in council was passed during July, 1908, requiring certain Asiatic immigrants to have at least \$200 in their possession before being permitted to enter Canada ⁽⁸⁾.

The number of homestead entries made during 1908, showed an increase compared with the returns for 1907. Land sales in western Canada were on the whole considerably smaller than in 1907.

Wages and Hours of Labour. (*)

Following the upward tendency of wages, which was more pronounced during the first nine months of 1907 than in any previous year of which a statistical record has been kept in Canada with the exception of 1903, wages generally were on stationary or lower levels throughout 1908. This was particularly true of the less skilled branches. Railway construction contractors and other large employers of unskilled labour were able to obtain a plentiful supply of men at lower rates than in 1907, and in the lumbering and manufacturing industries the tendency was downward. Skilled farm hands were in demand at high rates, but the wages of inexperienced help were lower (**). On the other hand a number of important increases were granted to railway and civic employees. Miners wages were on the whole well maintained. In the building trades, while rates were firm in the larger centres, declines were

(7) The report of the Deputy Minister in this connection was published in the July, 1908, issue of the *Labour Gazette*, p. 61.

(8) See the *Labour Gazette* for July, 1908, p. 174. The inquiry into the Japanese claims at Vancouver, B.C. held during 1907 was reported upon in June, 1908, the report being published in the July issue of the *Labour Gazette*, p. 57.

* Special articles and tables relating to changes in wages and hours of labour during the first second and third quarters of 1908, were published in the May, September and December issues of the *Labour Gazette* at pages 1375, 308 and 616 respectively. An article dealing with the changes reported during the fourth quarter of the year will be published in the February, 1909, issue of the *Labour Gazette*.

**For a table showing wages prevailing during the harvesting season of 1908 in Canada see the *Labour Gazette* for November, 1908, p. 526.

(1) See the *Labour Gazette* for January, 1908, p. 741, and for February, 1908, p. 1001.

(2) See the *Labour Gazette* for March, 1908, p. 1135.

(3) See the *Labour Gazette* for April, 1908, p. 1235.

(4) See the *Labour Gazette* for August, 1908, p. 187.

(5) See the *Labour Gazette* for October, 1908, p. 437.

(6) See the *Labour Gazette* for April, p. 1236; May, p. 1360, and June, p. 1433.

reported from the country districts. Other skilled trades, including the printing and clothing trades, reported a number of increases, but cotton mill employees had their wages cut 10 per cent. The chief weakness in wages schedules was evidenced during the winter and spring months of the year during which unemployment was more extensive than for many previous years in Canada as a result of following the financial crisis of the autumn of 1907.

Prices.—Cost of Living.

Wholesale prices were on lower levels than in 1907, but retail prices and the general cost of living showed little change, a numbers of necessities, including butter and eggs, being higher than in the preceding year. On the whole, however, the rapid advance in general cost of living which has been so pronounced since the beginning of the century received a check, and the general situation was one of stationary or easier conditions. Wheat and grain prices were high with dairy produce exceptionally high. Flour has been higher since the middle of 1907. Potatoes were exceptionally high in price until the arrival of the 1908 crop. Hay and hogs were low, but other live stock was firm. Lumber prices were lower in British Columbia and easier in eastern Canada; other building materials were generally on lower levels than in 1907. Linseed oil was lower. The metal markets continued dull, with prices considerably below those of 1906 and the first half of 1907. Grocery prices were fairly well maintained, though sugar was considerably higher until July, when it began to decline. Hides and leather were dull, with an advancing tendency in the closing months of the year. Textiles were firm, but rubber goods declined. Real estate was less active than in 1907, but rentals were well maintained. Some price cutting was reported among the less active lines of manufactures. Wood fuel was upward and coal prices firm. Ice was high during the summer months.

Interruptions to Industry.

There were 69 trade disputes reported to the Department of Labour to have

been in existence during 1908†, compared with 149 in 1907; 138 in 1906; 87 in 1905; 103 in 1904 and 160 in 1903. The number of workpeople involved was approximately 26,232 compared with 34,694 in 1907. The number of working days lost through trade disputes was approximately 708,191 in 1908, compared with a loss of 613,986 in 1907. The increase in the loss of time, notwithstanding the great decrease in the number of disputes, was due to a strike of about 8,000 machinists and carmen of the Canadian Pacific Railway which lasted from August 5 to October 5, and a strike of cotton mill operatives in the Province of Quebec which began on May 4, and which was followed by a lockout at Valleyfield on May 16, about 6,000 employees being involved in these disputes for a period averaging four weeks.

Forest fires caused very heavy damages during the late summer in Nova Scotia, New Brunswick, Quebec, Ontario and British Columbia. In the last named province the town of Fernie was destroyed causing a loss of 16 lives and of property to the value of \$2,500,000. A fire at Kenora, Ont., destroyed property valued at \$1,000,000 and one at Pembroke, Ont., caused \$500,000 worth of damage. Smoke and fog caused considerable interruption of traffic on the great lakes and in the river and gulf of St. Lawrence. Water in the rivers and streams of Ontario and Quebec fell abnormally during the autumn owing to the continued drought of the latter part of the summer and seriously interfered with lumber mills, factories, etc., depending on water as their motive power, many of them being obliged to close down from this cause. This caused a considerable loss of employment and inconvenience at certain points.

Conditions in the Industries and Trades.

Conditions of employment during 1908 in the several industries and trades throughout Canada may be briefly summarized as follows:—

† A special article, with tables and diagrams, dealing in full detail with the trade disputes of the year, is published elsewhere in the present issue.

Agriculture.

The agricultural yield was heavier than in several years past, and as prices were on exceptionally high levels the returns have made the season a very prosperous one for agriculturists. More detailed information with regard to weather conditions, crops, etc., during the year is as follows:—

The winter season was characterized by a somewhat heavy snowfall which made roads favourable for teaming. This was followed by an early spring, seeding being completed in western Canada fully three weeks earlier than in the preceding year with the seed bed in excellent condition. The period of growth was on the whole favourable, though some instances of cool weather were recorded. Rainfall was fairly abundant, and the feature of the season was the even condition of the grain in different parts of the Dominion. In July and August dry weather retarded growth and was prolonged throughout September and October, the result being to curtail the output which had been anticipated. The same conditions, however, enabled the crop to be gathered and threshed without loss. During the autumn, ploughing was hampered by the drought, especially in Ontario, and some loss and inconvenience were occasioned by lack of water. In western Canada, however, the area prepared for next year's crop was larger than in any previous year.

According to a statement issued during December by the Census and Statistics Office of the Department of Agriculture, Canada, The total area under field crop in Canada during 1908 was 27,505,663 acres. The value of the harvest computed at average market prices was estimated at \$432,533,000. The details of area, yield and values for each kind of crop are shown in the following table:—

Peas.....	412,900	7,060,000	5,970,000
Buckwheat.....	291,300	7,153,000	4,215,000
Mixed grains....	581,900	19,049,000	10,140,000
Flax.....	139,300	1,499,000	1,457,000
Beans.....	60,100	1,245,000	1,988,000
Beans.....	60,100	1,245,000	1,988,000
Corn for husking	366,200	22,872,000	11,857,000
Potatoes.....	503,600	66,695,000	34,819,000
roots.....	271,443	101,248,000	17,532,000
		Tons	
Hay and clover	8,210,900	11,450,000	121,884,000
Fodder corn....	259,770	2,928,000	11,781,000
Sugar beets.....	10,800	109,000	578,000
Totals.....	27,505,663		432,533,000

The value of all field crops in Prince Edward Island is \$9,408,000, in Nova Scotia \$20,083,000, in New Brunswick \$18,042,000, in Quebec \$80,896,00, in Ontario \$185,308,000, in Manitoba \$66,660, in Saskatchewan \$37,614,000, and in Alberta, \$14,522,000,000. The figures for British Columbia are not yet available. The average value of field crops for the Dominion in the year is \$15.72 per acre, and the average value, computed on an estimated population of 6,940,000 at 1st July is \$62.34 per head. Fifty per cent. of this year's wheat crop, 72 per cent. of the oats and 68 per cent. of the barley remained in farmers' hands at the end of November. The condition of the new crop of fall wheat at the same time was 75 per cent. of a standard, and 73 per cent. of fall ploughing was completed.

According to an estimate made by the Canadian Pacific Railway Company, the total value of the grain crop of Western Canada for 1908 is approximately \$126,168,048, an increase of nearly \$30,000,000 over the figures of last year. The figures for the last three years are: 1906, \$98,872,737; 1907, \$96,401,132; 1908, \$126,168,048. Of the total value this year, wheat represents \$87,268,040. The following statement shows the production of the various grains in the different Western provinces, with a synopsis of the total yield and its value.—

Field crops.	Area, acres.	Yield, bus.	Value.
Fall wheat.....	770,400	18,798,000	\$16,253,000
Spring wheat ..	5,839,900	93,636,000	74,975,000
Oats.....	7,941,100	250,377,000	96,489,000
Barley.....	1,745,700	46,762,000	21,353,000
Rye.....	100,350	1,711,000	1,262,000

Wheat.		
	Acres	Yield—Bushels
Alberta, winter.....	109,350	2,397,963
Alberta, spring.....	154,487	2,844,105
Saskatchewan.....	2,374,058	43,540,091
Manitoba.....	3,138,978	58,071,093
Total.....		106,853,252

Oats.			
Alberta.....	400,702	12,057,123	
Saskatchewan.....	1,170,453	41,656,386	
Manitoba.....	1,111,787	38,912,545	
Total.....		92,626,054	
Barley.			
Alberta.....	73,086	1,441,987	
Saskatchewan.....	101,033	2,694,550	
Manitoba.....	711,381	18,140,215	
Total.....		22,276,752	
Flax.			
Alberta.....	8,046	62,919	
Saskatchewan.....	141,451	1,570,106	
Manitoba.....	35,092	368,466	
Total.....		2,001,491	
Value of Crops.			
Wheat.....	106,853,252	\$87,268,040	
Oats.....	92,626,054	27,787,816	
Barley.....	22,276,752	8,910,700	
Flax.....	2,001,491	2,201,491	
Total.....		\$126,168,047	

Dairying in Ontario and Quebec had a less active year than in 1907, which, in turn, was less favourable than 1906. Exports of butter for the past season showed an increase over those of the previous season, but cheese exports showed a marked falling off.

The aggregate value of Canadian cheese and butter exports for the season was approximately \$18,987,340 as compared with \$20,186,398 for 1907, a decrease of \$1,199,058. When comparison is made with the returns for the season of 1906, which amounted to \$25,999,034, this season's returns show a decrease of \$7,011,694.

The present extent of the dairy interest in Canada may be ascertained from the following table showing total number of factories and creameries operated in the Dominion.

Provinces.	Cheese factories.	Combined cheese and butter, factories.	Creameries	Skim-ming stations.	Total
Ontario.....	1,096	86	102	..	1,284
Quebec.....	1,392	736	627	51	2,806
Prince Edward Island.....	23	16	8	..	47
Nova Scotia.....	7	..	10	..	17
New Brunswick.....	33	..	35	..	68
Manitoba.....	36	..	21	..	57
Saskatchewan.....	1	..	6	..	7
Alberta.....	8	..	45	..	53
British Columbia.....	..	..	16	..	16
Total.....	2,596	838	870	51	4,355

A shortage of milch cows throughout Ontario and Quebec, together with the drought which started in July, were held responsible for the shortage of the output for 1908.

According to the Montreal Board of Trade, total receipts of cheese at Montreal up to the close of navigation amounted to 1,942,260 boxes and total shipments to 1,791,005, leaving a surplus of receipts over shipments of 151,255 boxes, which represents the quantity held in store in Montreal. A conservative estimate places the quantity in store west of Montreal at about 75,000 boxes, which would make the stock in all Canada in round numbers about 225,000 boxes,

which is considerably less than stocks actually were at the close of last season. Stocks in England are only slightly over last year.

The export movement in butter for the season of 1908 showed some improvement over that of 1907, the exports for the season amounting to 93,416 packages as compared with 66,773 packages for the previous season, or an increase of 26,643 packages. They were, however, 267,984 packages less than in 1906, and 480,033 packages less than in 1905, which was the highest year recorded for butter exports. These figures show that a marked falling off has taken place in the export movement in butter in recent years. This

has not been due to any perceptible shrinkage in the make, the receipts at Montreal this season being larger than last season, but owing to the increased amount required for home consumption. Butter exports, now form an insignificant amount when compared with the home trade. Out of total receipts at Montreal this season of 391,099 packages only 93,416 packages were exported. It is estimated that the total make of butter in Canada annually exceeds 2,000,000 packages of 56 lbs. each. This is made up largely of dairy butter; placing the value of both at 20c. per lb., would be shown an amount of \$22,400,000 would be shown as the value of butter production alone.

Prices for butter during the season have ruled high, the average price in the country being 24c. per lb., or \$13.56 per package as compared with an average price of 23 3-4 c. per lb., or \$13.30 per package last season. The value of the season's exports were \$1,266,720 as compared with \$888,080 for the season of 1907, an increase of \$378,640. When comparison however, is made with the returns for 1906 this season's returns are \$3,503,760 less, and \$6,130,772 less than the returns from the exports in 1905.

In the stock raising branch the year compared very favourable with 1907. Fodder was high in price during the winter, but declined later on, and cattle exporters, especially in western Canada, had a prosperous year. Hog raising in Ontario was somewhat more active than in the preceding year, but on the whole was quite. Fruit and vegetable crops were fair, the winter and spring seasons having been especially favourable. Grapes and tomatoes were an excellent crop, pears, peaches and apples medium and plums light. Prices ruled high.

There were over 80 co-esting associations in operation throughout Canada. The number of co-operative apple packing associations also showed a large increase. (*)

Fishing.

The fishing industry had a successful year throughout Canada. Bank fishermen and lobstermen in Nova Scotia fishermen on the great lakes and the prairie provinces, salmon fishermen, sealers and whalers in British Columbia, all made larger catches than in 1907. In more detail the leading developments of the year may be summarized as follows:—

In the Maritime provinces the winter return of smelts and eels was somewhat light, but spring and summer fishing for cod, haddock, etc., on the banks, and off the coasts was very successful, the catch exceeding that of 1907. Prices however, were not as high as in the previous year and the quality of the fish was in some localities less satisfactory. Mackerel and herring fishermen had a fair year. The lobster fishermen and oystermen reported a good season, the financial return in the former branch exceeding that of 1907. Harbour fishermen made good catches, though salmon was less plentiful than in 1907.

The tom-cod season on the St. Lawrence was fair.

On the great lakes, catches were better than in 1907, especially on Lake Superior, where trout and white fish were taken in large quantities by the fishing fleets of Port Arthur and Fort William. Some very good catches during the autumn were also made on Lakes Erie and Ontario.

Fishermen on Lakes Winnipeg and Manitoba had a very successful year, large quantities of white fish, pickerel and doré being taken. On the northern lakes of Saskatchewan and Alberta the catch of white fish made during the winter season was larger than in any previous year.

Though the sock eye season in British Columbia was expected to be light, and though the number of canneries and traps operated were less than in 1907, the returns considerably exceeded expectations, showing an increase on that of the previous year of over 16,000 cases.*

* A complete list of these associations is published under a separate heading elsewhere in the present issue.

* See the *Labour Gazette* for October, 1908, p. 393. See also under heading "Fishing" in opening article of present issue.

The earnings of Fraser River fishermen averaged \$75 for the season compared with \$50 in 1907. (**).

Herring fishing was only fair in British Columbia.

The catch of seals by the Victoria sealing fleet per vessel was nearly double that of 1907, and hunters' earnings were higher than in many years past.

A feature of the year in British Columbia was the phenomenal catch of whales made off Vancouver Island. Operations were conducted during the summer season off the west coast of the island and in the winter season off the eastern shore. The catch was largely in excess of any previously recorded.

A number of important fishing regulations were issued by the Dominion government having reference to the size of nets, the operation of steam trawlers, etc. By arrangement with the Department of Marine and Fisheries, one third of the express rates on fresh fish from points on the Canadian Atlantic coast to points in Quebec and Ontario was paid. The subject of jurisdiction over the fisheries as between the Dominion and the Provinces was under discussion.

By treaty between Great Britain and the United States, waters contiguous to the latter country and Canada were placed under a Commission to make regulations concerning the fisheries. The Commissioners were duly appointed and their regulations will take effect early in 1909. A commission was also appointed by the Dominion government to enquire into the recent decline of shad fishing in the Maritime provinces. The commission previously appointed to investigate into the condition of the Georgian Bay fisheries presented its report during 1908.*

Lumbering.

The year was characterized by dullness in the lumbering industry throughout Canada, though at the close the outlook was for more favourable conditions during 1909. In Ontario and the Eastern Provinces the winter cut of 1907-08 was less than that of the preceding year.

Weather conditions in the camps were on the whole favourable, notwithstanding the unusually heavy snowfall. The spring drives were exceptionally successful, and were followed by an active season in the mills though both cut and shipments fell below those of 1907, and heavy stocks of lumber were reported during the autumn months, with prices easy. Low water curtailed operations in some localities. Wages of rivermen were lower than in 1907, but were better maintained in the mills; for the winter camps of 1908-09 the level was considerably lower† labour being abundant for the small cut that will be made specially in Nova Scotia and New Brunswick. Pulp mills had a good year; the prohibition of the export of pulp wood was actively advocated. Shingle mills were quiet. A feature of the year in Western Ontario and in the prairie provinces was the heavy production of railway ties in connection with the extensive railway construction operations in progress. In British Columbia the year opened with most of the mills, both coast and mountain, shut down, and with heavy stocks on hand. These conditions continued throughout the season, production and sales falling far below those of 1907. Prices also fell off. In the closing month of the year only six mills in the interior were cutting, of a total of over 60. The production of logs was also below that of the preceding year, and stocks during the autumn were much lower than in 1907. The embargo on the export of logs was raised by the British Columbia government during certain months in order to prevent destruction by the teredo while the demand at the provincial mills had ceased. It was expected that the good harvest in the Northwest provinces would result in an improved demand for lumber during the closing months of 1908, but while other lines of trade have felt the benefit of the better financial conditions the lumber business experienced little improvement. Prospects are better, however, for next year, as retail stocks on the prairies are generally much below the aver-

† See the *Labour Gazette* for September, 1908, p. 307, and for December, 1908, p. 617.

**See the *Labour Gazette* for December, 1908, p. 616-7.

age, and with railway extensions and increased immigration, the trade is confident that 1909 will bring about better conditions for the lumber industry.

Forest fires caused heavy losses of timber in Quebec, Ontario and British Columbia, during August and September. The most disastrous of these was the fire of August 1st and 2nd in East Kootenay, B.C., which destroyed the town of Fernie and a large amount of valuable forest††.

Successful conventions were held by the Canadian Forestry Association, the Ontario Lumbermen's Association, the Lumbermen's Association of Nova Scotia, etc. A Canadian Lumbermen's Association was formed at Ottawa in June.

More active interest in the protection and preservation of Canadian forests was shown during 1908 on the part of governments, universities and private companies, than in any previous year.

Mining.

The year compared favourably with 1907 in the mining industry. The Nova Scotia collieries had a busy spring and summer season, and though conditions became quieter during the autumn the year as a whole, both in outputs and shipments, showed a considerable increase as compared with 1907. The volume of the St. Lawrence coal trade was larger than ever before. In New Brunswick some important developments were reported in connection with iron mining. The mica mines of Quebec remained idle, though the outlook was more favourable at the close of the year than for several months previously. Asbestos mining continued very busy, with a keen demand for product. In Ontario the most important developments of the year were in connection with the Cobalt and surrounding camps, in which some important new discoveries were made and shipments from which surpassed any previous record. The production of silver in Ontario exceeded that of 1907 by nearly 50 per cent., while the total mineral production for 1908, will also show an in-

crease. The coal mines of Alberta and on Vancouver Island varied in activity from month to month, but had on the whole a fair year. The Crow's Nest Pass mines were busy, notwithstanding the serious interruption caused by the disastrous fire at Fernie, B. C., on August 2, 3. In the metalliferous mines of British Columbia, though the opening of the year was quiet, production greatly increased toward the close. Smelters were somewhat embarrassed by the uncertainty of the coke supply. The output of placer gold was less than in 1907, but lode gold and silver increased. Lead decreased in quantity, but the year's production of copper exceeded that of any previous year. Though the total value of the mineral production of the province will be lower as compared with that of 1906-07, owing to the decrease in the prices of silver, lead and copper, a number of substantial gains were made in the industry and the outlook for the coming year is regarded as favourable. An extension of the lead bounty and the successful establishment of an electric reduction plant for the treatment of zinc ores at Nelson, B. C., were important developments. The Yukon yield of gold is expected to be somewhat larger than that of 1907. Among the more important mining enterprises launched during 1908 were the Canadian Iron Corporation, Limited, and the German Development Company, Limited. Among other important events of the year was the visit of a number of foreign mining engineers and technologists to Canada on the invitation of the Canadian Mining Institute.

Manufacturing.

The inactivity in manufacturing which set in during July, 1907, as a result of the financial stringency and which continued in view of the comparative shortage in the western crop of 1907, was prolonged throughout almost the whole of 1908, production being generally curtailed, staffs reduced and the marked expansion in the industry in progress for some years past checked. In the closing months of the year, however, as returns from the exceptionally heavy crop of the present year were received, conditions showed

†† See the *Labour Gazette* for September, 1908, p. 322.

material improvement and manufacturers of smallwares and novelties became busy. In heavy lines, though no material change in conditions occurred, the outlook is for a more active season in 1909.

Railway Construction.

The year throughout was very busy, and thousands of men found continuous employment on the various large contracts in progress. During the winter season of 1907-08, operations were carried on as actively as weather would permit, and the large numbers employed in certain localities had a considerable influence on the general market for labour (*). As the season advanced an increasing number of men were given employment, until in August and September all available workmen were in some sections entirely absorbed, though the supply of labour generally was considerably more abundant than in 1907. Wages were on lower levels. A review of some of the more important undertakings in progress is as follows:—

In connection with the National Transcontinental Railway, contracts for the construction of 365 additional miles were awarded in April, for 575 miles in September, and for 204 miles in December. The whole of the Eastern division from Moncton, N. B., to Winnipeg, Man., is now under contract. Over 150 miles of steel were laid during the year while there was a good mileage of the roadbed ready for tracklaying and good progress made with clearing, rock cutting and filling on other portions of the line. A statement of the condition of the various contracts, taken from "The Railway and Marine World" of January, is as follows:—

From Moncton 50 miles west, under contract to the G.T.P.R. Co., much grading done and some rails down; next section west, J. McManus, eight miles, good progress; next section, G.T.P.R. Co., two contracts, one of 40 and the other of 67 miles, much grading done; next section, W. Kitchen Co., 31½ miles, well advanced toward completion; next section, Lyons & White, 62 miles, to New Brunswick-Quebec boundary, work well advanced; M. P. & J. T. Davis, 204 miles, to Quebec bridge, work well advanced over whole contract; M. P. & J. T. Davis, from the St. Lawrence 50 miles west, good progress and some rails laid; Macdonald & O'Brien, 100 miles, good progress and some rails laid; G.T.P.R. Co., 45 miles, to Wey-

montachene, good progress; Macdonald & O'Brien, 221 miles, roads being cut and supplies taken in; G.T.P.R. Co., 150 miles, to eight miles west of Abitibi River, preliminary and some grading work done; E. F. & G. E. Fauquier, 100 miles, preliminary and some grading work done; M. P. & J. T. Davis, 204 miles, contract just awarded and supplies being taken in; E. F. & G. E. Fauquier, 275 miles, contract let last spring and preliminary construction work commenced; O'Brien & McDougal, 150 miles, to Superior Jet., contract just awarded; J. D. McArthur, 245 miles, from Superior Jet. to Winnipeg, 80 per cent. of the work completed.

A summary of the work done on the construction of the section of the N.T.R., which is being constructed by the G. T. Pacific Ry., shows that the laying of track on the 666 miles from Winnipeg to the Battle River had been completed; as well as on the branch line from Fort William to Superior Junction, Ont., 188 miles, and that trains were being operated on both sections. The erection of the bridge over the Battle River was completed Dec. 15, and track laid over it. This will enable tracklaying to be resumed on the completed roadbed towards Edmonton, Alta. It is intended to have the line completed and opened for traffic as far as Edmonton by the fall. Grading has also been completed to the end of the Prairie section at Wolfe Creek, 129 miles west of Edmonton, and 916 miles west of Winnipeg. The location survey for the main line between Edmonton and Prince Rupert was reported to have been completed Nov. 26. Contracts were awarded during the year for the construction of 320 miles of railway west of Edmonton and 100 miles east of Prince Rupert.

In a recent interview the President of the G. T. P. Ry., said he expected that the company's easy gradients—not more than 21 ft. to the mile going west—would in a few years divert a great portion of the wheat export trade of the northwest, and with the opening of the Panama Canal in 1914, Canada would send wheat to Europe and Asia by way of the Pacific Ocean. He looked forward to seeing Prince Rupert one of the great wheat ports of the world.

With regard to the Grand Trunk Pacific branch lines, the Lake Superior Branch, extending from Fort William to Superior Jet., on the main line from Winnipeg to Moncton, N. B., was opened for traffic Nov. 27, and is being operated as the Lake Superior Division.

*A detailed summary of the operations in progress during January-February, 1908, was published in the *Labour Gazette* for February, pp. 81-83.

A statement was issued by the Grand Trunk Pacific showing the position of affairs at the close of construction work in 1908, including the road actually steeled, the sections under construction, and the portion which is being surveyed and not as yet under construction. This latter portion comprises the mountain section, all the rest being actually under way. According to the returns furnished there are now over 865 miles of steel laid, while 1,132 miles are in the hands of the contractors and under construction. On the main line there are 609 miles under survey while including main line and branches there are 739 miles under survey and not yet under construction. These statements include work done up to date, not including second tracks and sidings. Divided into provinces the returns show that steel has been laid as follows:—

Manitoba.—Prior to 1908, 167.3 miles; during 1908, 45 miles; total, 212.3 miles.

Saskatchewan.—Prior to 1908, 150.14 miles; during 1908, 262.14 miles; total, 412.28 miles.

Alberta.—Prior to 1908, nothing; during 1908, 53.4 miles.

Ontario.—Prior to 1908, 99.67 miles; during 1908, 89.6 miles. This is the Superior branch, the only Ontario section being built by the Grand Trunk Pacific, which is now completed.

The returns as to new road under construction show that during 1908 there were 936 miles under way on the main line between Winnipeg and Prince Rupert, while branch lines to the extent of 196.16 miles were under construction, a total of 1,132.34 miles. This includes the Kitamat branch, and several other small branches west of Winnipeg. The main line under survey includes 609.5 miles, while the main line under survey and not under construction comprises 739 miles. Practically all of this is included in the mountain section between Wolfe Creek on this side of the Rockies and the end of the hundred-mile section east of Prince Rupert, which is now being built. While there is a disproportion between the amount of steel laid and the mileage under construction, it is stated that work has so far progressed on the grading of the main line that next summer will see a reversal of these figures, a large proportion of the slowest work of preparing the track bed for the metal having already been done.

The expenditures of the Canadian Pacific Railway on extensions were heavy during 1908. A statement showing the extent of operations in western Canada during the year is as follows:—

Location.	Miles track laid 1908	Miles under construction Dec. 1908	Contractor.
<i>Manitoba:</i>			
Teulon North.....	2.0	26.5	C.P.R.
Mowbray extension.....	4.0	2.5	P. R. Lamb, Winnipeg.
Virden, North.....	....	10.0	P. R. Lamb, Winnipeg.
<i>Saskatchewan:</i>	6.00	39.0	
Bredenbury-Esterhazy.....	....	20.0	
Stoughton-Weyburn.....	25.0	....
Wolseley-Reston.....	24.0	....
Regina-Bulyea.....	....	43.0	J. Bradley, Brandon.
Sheho-Lanigan.....	46.1	42.6	J. G. Hargrave, Winnipeg.
Pheasant Hills branch.....	74.6	66.1	J. D. McArthur, Winnipeg.
Moose Jaw northwesterly.....	101.6	....
<i>Alberta:</i>	271.3	171.7	
Lethbridge-McLeod.....	12.0	19.0	J. McDonald, Lethbridge.
Pheasant Hills branch.....	....	65.5	J. D. McArthur, Winnipeg.
<i>British Columbia:</i>	12.0	84.5	
Kootenay Central.....	....	15.0	C.P.R.
Esquimalt & Nanaimo Ry.....	....	12.0	J. B. Bright, Vancouver.
Vancouver & Lulu Island Ry.....	....	9.65	J. B. Bright, Vancouver.
....	....	36.65	

Good progress was made on the double tracking of the main line between Winnipeg, Man., and Fort William, Ont. The company's branch line from Toronto to Sudbury, a distance of 226 miles, was opened during June. Bridge building and repairing by the Canadian Pacific Railway were on an extensive scale throughout Canada.

The Candian Northern Railway completed a number of important extensions during 1908, including the Goose Lake extension and the Brandon-Regina line.

The Great Northern Railway had under construction upward of 250 miles of track in Canada during 1908.

Final surveys and estimates of the proposed Georgian Bay canal were presented to the government during the year.

Some heavy orders for railway equipment were delivered during the year, especially to the Grand Trunk Pacific Railway Company.

The announcement by the government that a railway would be built from Winnipeg to Hudson Bay was an important incident to the year. Four surveying parties were later sent out to locate the road.

A commission of three was appointed by the government to prepare plans for the building of the Quebec bridge.

A large number of new western town sites were placed on the market by the Canadian Pacific and the Grand Trunk Pacific Railway Companies during the year.

Several hundred miles of telegraph lines were constructed in western Canada.

The electrification of the St. Clair tunnel was inaugurated by the Grand Trunk Railway in November.

The construction of the tunnel at Windsor, Ont., gave employment to a large number of men.

General Transport.

Throughout the first nine months of the year railways and other transportation corporations reported a decrease in earnings, and almost continuous attempts to curtail expenditures were made. In the closing months of the year, however, this policy was relaxed and a number of expenditures were begun. Shipments of general merchandize were lighter than in 1907. Street railways and interurban railway companies reported similar conditions, though the decrease in earnings was less noticeable and the increases more marked during the autumn season.

The most important feature of the year affecting general transport was the unprecedentedly heavy movement of western grain during the three months immediately preceding the close of navigation. It was estimated that nearly double the quantity of grain had been shipped from the head of the lakes than in 1907, total shipments from Fort William being 43,935,596 bushels, an increase of 20,454,000 bushels compared with 1907. The destination of cargoes to Canadian ports was as follows:—

Tiffin.....	7,191,842
Midland.....	671,496
Depot Harbour.....	1,054,556
Owen Sound.....	1,355,167
Collingwood.....	791,528
Point Edward.....	1,169,848
Meaford.....	752,784
Goderich.....	4,834,862
Port Colborne.....	186,094
Thorold.....	343,844
Kingston.....	5,388,438
Prescott.....	109,114
Montreal.....	3,762,920

In addition over 16,000,000 were forwarded to United States ports, over 15,000,000 bushels being exported through Buffalo, N. Y.

A more detailed statement with reference to the above is given in the accompanying table:—

GRAIN SHIPMENTS FOR 1908.

IN CANADIAN VESSELS.

	Wheat.	Oats.	Barley.	Flax.
Owen Sound.....	586,608.10	724,485.12	44,074.00	.....
Midland.....	563,374.10	108,122.32	.....	.....
Depot Harbor.....	892,573.20	161,983.12	36,165.43	.....
Tiffin.....	6,062,178.20	954,802.26	174,862.26	.....
Collingwood.....	740,075.20	51,453.08	.....	.....
Point Edward.....	835,065.50	71,819.14	188,767.10	74,197.51
Meaford.....	654,434.30	57,771.26	40,579.34	.....
Goderich.....	3,686,814.10	1,043,541.22	21,774.08	81,733.49
Port Colborne.....	186,094.10	.....	.....	.....
Thorold.....	343,844.00	.....	.....	.....
Soo.....	.....	1,764.24	.....	.....
Kingston.....	4,900,565.20	244,511.06	194,381.05	48,981.08
Prescott.....	6,113.10	.....	.....	103,001.17
Montreal.....	2,951,271.50	522,391.12	210,593.34	78,665.12
Buffalo.....	1,186,496.10	.....	.....	.....
Total.....	23,595,508.40	3,942,647.30	911,198.16	386,579.26

IN FOREIGN VESSELS.

	Wheat.	Oats.	Barley.	Flax.
Port Huron.....	933,829.00	.....	.....	.....
Buffalo.....	10,891,893.40	2,010,553.18	539,665.34	131,334.03
Erie.....	531,287.30	.....	.....	.....
Chicago.....	61,098.50	.....	.....	.....
Total.....	12,418,109.00	2,010,553.18	539,665.34	131,334.03

—Same period.—

	1908	1907
Wheat.....	36,013,617.40	20,545,859.20
Oats.....	5,953,201.14	2,040,620.14
Barley.....	1,450,864.02	578,523.36
Flax.....	517,913.28	517,493.41
Total.....	43,935,596.00	23,482,497.00

Navigation opened April 14th; and closed December 12th.

Navigation in general was earlier in opening than in 1907, but traffic was less extensive. During August and September smoke and fog considerably hampered operations. A feature of the year was the heavy shipments of Maritime coal delivered in St. Lawrence markets.

Statistics for the port of Montreal are as follows:—

Number of ocean vessels arriving in port..... 747
 Vessels from the great lakes 111
 Number of schooners arriving..... 31

Number of barges, large towboats
and steam yachts.. 14

Total..... 903

Representing a tonnage of 2,154,613
tons.

The number of captains and crews of
all these vessels was 44,625. The num-

ber of passengers from Europe who arrive
was 35,474.

In 1907 the total number of vessels
was 749 with a tonnage of 1,932,236 tons.

A comparative statement of lake tra-
ffic passing through the Sault Ste. Marie
canals during the season of 1907-08 is as
follows:—

COMPARATIVE STATEMENT OF LAKE COMMERCE THROUGH CANALS AT SAULT STE. MARIE,
MICHIGAN AND ONTARIO FOR THE SEASONS OF 1907 AND 1908.

Items	Total Traffic.		Change.	
	Season 1907	Season 1908	Amount	Per Cent.
Vessels:				
Steamers.....Number.....	17,245	12,553	4,692	—27
Sailing.....Number.....	2,303	1,355	948	—41
Unregistered.....Number.....	889	1,273	384	—43
Total.....Number.....	20,437	15,181	5,256	—26
Lockages.....Number.....	14,020	10,685	3,335	—24
Tonnage:				
Registered.....Net.....	44,087,974	31,091,730	12,996,244	—29
Freight.....Net.....	58,217,214	41,390,557	16,826,657	—29
Passengers.....Number.....	62,758	35,287	9,471	—15
Coal:				
Hard.....Net tons.....	1,506,668	1,384,743	121,925	— 8
Soft.....Net tons.....	9,893,427	8,517,717	1,375,710	—14
Flour.....Barrels.....	6,524,770	5,704,375	820,395	—13
Wheat.....Bushels.....	98,135,775	106,041,873	7,906,098	8
Grain.....Bushels.....	43,463,338	43,458,583	4,755	.....
Manf'd and Pig Iron.....Net tons.....	307,941	289,308	18,633	—6
Salt.....Barrels.....	460,802	547,223	86,421	19
Copper.....Net tons.....	89,959	101,735	11,776	13
Iron Ore.....Net tons.....	39,594,944	24,650,340	14,944,604	—38
Lumber.....M. ft. B. M.....	649,320	453,761	195,559	—30
Building Stone.....Net tons.....	898	1,019	121	13
Gen'l Merchandise.....Net tons.....	1,022,654	842,901	179,753	—18

The United States Canal was opened April 27, and closed December 13, 1908; season, 231 days.
The Canadian Canal was opened April 21, and closed December 15, 1908; season, 239 days.

Traffic through the Lachine Canal
was very active throughout the season
just closed, although there was not the
satisfactory showing made in 1907. In
various classes of merchandize there
was a falling off in shipments. Canadian
steamers entering the canal numbered
1,339, a decrease of 6 compared with last
year. Canadian barges numbered 2,011

a decrease of 426, while United States
vessels, steam and sail, numbered 1,585, a
decrease of 38. The total tonnage was
678,744, a decrease of 24,256 tons. In
passenger traffic there was an increase of
7,831, the figures being 60,584, against
52,753. Tonnage of all classes of mer-
chandize was 151,994, as against 150,713
last year, an increase of 1,281 tons.

The Trades.

Building.—During the first nine months of 1908, the building trades were generally quiet, and returns of permits issued showed a heavy falling off as compared with the corresponding period of 1907. In the closing months of the year, however, conditions in this respect were reversed, a marked revival having set in, in most of the larger centres. Indoor employment during the winter of 1908-09 promises to be active, and the outlook is for a good building season in 1909.

Metal and woodworking.—The year was quiet, compared with 1907.

Printing.—The allied trades had a fair year, with wages scales firm to upward.

Clothing.—Journeymen tailors were well employed, but garment makers and boot and shoe factory employees had a less active year than in 1907. Furriers were busy.

Leather.—Tanners, curriers etc., were quiet, but trunk and bag workers, novelty makers, etc., had a good year.

Food and tobacco manufacturing.—Conditions were favourable in the autumn months, but less active during the spring and summer as compared with 1907.

Unskilled labour.—Though the spring of 1908 was earlier in opening than that of 1907, the unusually large number of the unemployed during the winter of 1907-08 kept the market for general labour over stocked until after the middle of summer. With the advent of the harvesting season, the increase in railway construction operations, and the general revival of trade and industry which followed the confirmation of a heavy agricultural yield throughout Canada, the situation materially improved. Wages, which were low up to August, considerably stiffened, and the autumn months saw demand and supply well balanced in many of the important centres. At the end of the year the number of unemployed apart from conditions of an entirely seasonal nature, was not unusually large, being much smaller than at the corresponding date of 1907.

Canadian Trade and Revenue.

The world-wide commercial depression which set in during the latter half of 1907, and which continued during 1908, was reflected in the trade and revenue returns of Canada for the past year, which showed a considerable falling off compared with those of 1907. Total foreign trade declined by about \$70,000,000, the decline being almost wholly in imports in which the chief gains had been shown in the past two years. Exports remained with little change, being considerably larger in the closing months of 1908 than in the corresponding months of 1907.

The final return of Canadian foreign trade during the fiscal year ended March 31, 1908, published during December, was as follows:—

Total exports.....	\$280,006,606
Total imports.....	370,786,525
Entered for consumption.....	358,428,616
Duty collected.....	58,331,074

Nearly one-half of the total of home produce exported comes within the two classifications of animals and their produce, and agricultural products. Further details are as follows:—

Produce of mines.....	\$39,177,133
Produce of fisheries.....	13,867,368
Produce of forests.....	44,170,470
Animals and produce.....	55,101,260
Agricultural products.....	66,069,939
Manufactures.....	28,507,124
Miscellaneous.....	67,674

Total.....\$246,960,968

Coin and bullion exported totalled \$16,637,654; while the value of foreign produce exported through Canadian ports was \$16,407,984. Great Britain took the greatest amount, with the United States second. The value of goods entered for consumption from the two principal countries were: Great Britain, \$94,959,471. United States, \$210,652,825.

Domestic trade was quieter than in 1907 as a result of the money stringency above mentioned. Trading profits were smaller, and some price cutting was reported in the effort to stimulate

business. In the autumn months, a gradual but general revival was noted as a result of the favourable crop returns in almost every section of Canada. Orders for delivery in the spring of 1909 showed a marked improvement, and there has been a general expansion in the volume of merchandize moving. Collections have improved. Canadian securities have been on low levels throughout 1908, and mining and land speculation greatly decreased in volume. Banking profits were less than in 1907. Clearing-house returns were also lower, but were increasing in the closing months of the year. The general trade outlook at the close of 1908, was for an active and prosperous year in 1909.

Commercial failures in Canada, according to the reports of R. G. Dun & Co., showed in the aggregate a considerable increase in numbers, but while the amounts involved were larger, the increase was relatively small. Commercial failures numbered 1,640 against 1,278 in 1907, and liabilities were \$14,931,790 against \$13,221,259. The number of insolvencies was above the average for recent years, but less than in 1896, 1895 or 1894. Manufacturing failures were 246 in number and \$5,976,498 in amount, against 393 failures the previous year, when liabilities were \$6,667,452. Trading failures were 1,171, against 847 in the previous year, and \$8,242,436 in amount, against \$5,756,651 in 1907. There were 43 other commercial failures involving \$712,856 against 38 failures in the previous year for \$797,156. The total liabilities exceeded those of 1907, 1906 and 1905, and in fifteen years were exceeded only in 1894 and 1896. The assets, however, were large, their ratio to liabilities being greater in 1908 than in any other year. The number of trading failures was greater than in 1907, and, indeed, greater than in any year covered since 1897. In the manufacturing class, the number of failures was also the largest since 1897; but the amount of liabilities declined from 1907, although larger than in any other year. A similar remark may be made of the trading class; but the liabilities in that class largely exceeded those of 1907, and were beyond those of

any year since 1897; in the number of failures there was a large increase from 1907, but the comparison with past years was less unfavorable than in the case of liabilities.

The public revenue of the Dominion, which in 1907 reached the highest level recorded, declined by upwards of \$11,000,000 in 1908. The decline was largely in receipts from customs duties. Provincial and municipal revenues were well maintained.

Labour Legislation.

A number of important enactments affecting labour were passed by the Dominion Parliament and the Legislatures of the several Provinces during 1908. A brief enumeration of the more important of these is as follows:—

The Dominion legislation of the year included an act establishing a system of government annuities; an act amending the civil service Act and introducing the principles of appointment and promotion by an independent commission, Professor Adam Shortt and Mr. M. Larochelle being later appointed as commissioners; certain measures for the protection of children, railway employees and seamen; acts enlarging the Board of Railway Commissioners and greatly extending its powers; and acts relating to steamboat inspection, the payment of bounties, the inspection of dairy products, the encouragement of the tobacco industry, the expansion of the note circulation of Canadian banks, to facilitate the moving of the crops, Chinese and Japanese immigration, the consolidation of the public lands legislation of the Dominion, and various other subjects of less importance. (1) The scarcity of seed grain resulting from the damage done by frost in certain sections of western Canada to the crop of 1907 was offset by special legislation passed by the Dominion during February, which provided funds for loans to settlers in Saskatchewan and Alberta for the purchase of seed grain (2). Another important enactment of the year, that providing for the suppression of the opium traffic into Canada, was the result of a report made to the government by Mr. Mackenzie

(1) See the *Labour Gazette* for September, 1908, p. 308.

(2) See the *Labour Gazette* for March, 1908, p. 1120.

King, C. M. G., who while engaged as special commissioner in the investigation into the losses incurred by the Chinese residents of Vancouver, B. C., during the riots of September, 1907, had brought to his attention the existence of the manufacture of opium on an extensive scale by two establishments in that city ⁽³⁾.

In the province of Ontario Acts were passed by the Legislature relating to child labour, the consolidation of the Mines Act, the lumbering industry, municipal power and telephones, to prevent fraud in the manufacture of cheese and butter, the manufacture and sale of bread, etc. ⁽⁴⁾.

In Quebec legislation was passed providing for the inspection of scaffolding, the inspection of public buildings, female labour in shops, prison labour the protection of wages, co-operative agricultural associations, lumbering, etc. ⁽⁵⁾

The Nova Scotia Legislature passed acts concerning old age pensions for colliery workers, miners' relief societies, authorizing the appointment of a commission on hours of labour, consolidating and amending the Coal Mines Regulation Act, authorizing councils of municipalities to include the amount necessary for the maintenance of technical schools in their yearly estimates, the protection of forests against fire, etc. ⁽⁶⁾

In New Brunswick the legislation of the year included acts concerning workmen's compensation, compulsory school attendance, authorizing the appointment of an agricultural commission, and relating to the lumbering and dairying industries. ⁽⁷⁾

The Legislature of Manitoba passed acts amending the Mechanics' Lien Act, allowing rural municipalities in certain cases to borrow money for the purchase of seed grain, concerning bartenders' licenses, etc. ⁽⁸⁾

In Saskatchewan the creation of the railway and telephone department, having

jurisdiction over railway, telegraph and telephone systems of the province, was authorized. Special acts were also passed respecting municipal and rural telephone systems, ratifying the action of the Dominion government re seed grain, amending the Steam Boilers Act, etc. ⁽⁹⁾

The Alberta Legislature passed acts limiting the hours of labour under ground for the protection of employees in coal mines, concerning workmen's compensation, mechanics' liens, inspection of steam boilers, government telephone and telegraph systems, commissions of inquiry, seed grain, etc. ⁽¹⁰⁾

In British Columbia the most important legislation passed during the year was a Factories Act governing child and female labour in factories and the health and safety of workers. Other acts passed related to immigration the regulation of shops master and servant, the eight-hour day in smelters, the protection of railway labour, the size of placer claims, and the taxation of canneries. ⁽¹¹⁾

Proceedings of Labour Organizations, Employers' Associations, Etc.

From returns received at the Department of Labour to December 31st, it would appear that 168 labour organizations were formed during 1908, and 64 dissolved ^(*). By provinces the record was as follows:—

Provinces.	Unions formed.	Unions dissolved.
Nova Scotia.....	21	8
New Brunswick.....	14	..
Prince Edward Island....	2	1
Quebec.....	24	12
Ontario.....	38	28
Manitoba.....	10	2
Saskatchewan.....	9	3
Alberta.....	21	6
British Columbia.....	28	4
Yukon.....	1	..
	168	64

⁽⁹⁾ See the *Labour Gazette* for October, 1908, p. 429.

⁽¹⁰⁾ See the *Labour Gazette* for June, 1908, p. 1454.

⁽¹¹⁾ See the *Labour Gazette* for April, 1908, p. 1229.

^(*) A special article with statistical tables giving revised and detailed returns relating to the formation and dissolution of labour organizations in Canada during 1908, will be published in the February, 1909, issue of the *Labour Gazette*.

⁽³⁾ See the *Labour Gazette* for July, 1908, p. 64; and for August, 1908, p. 174.

⁽⁴⁾ See the *Labour Gazette* for August, 1908, p. 181.

⁽⁵⁾ See the *Labour Gazette* for October, 1908, p. 426.

⁽⁶⁾ See the *Labour Gazette* for July, 1908, p. 65.

⁽⁷⁾ See the *Labour Gazette* for October, 1908, p. 431.

⁽⁸⁾ See the *Labour Gazette* for April, 1908, p. 1228.

Conventions of the Trades and Labour Congress of Canada and of the National Trades and Labour Congress of Canada were held during September at Halifax, N. S., and Quebec, Que., respectively. ⁽¹²⁾ The membership of the former was reported to be 40,728, compared with 32,997 in the previous year, while the number of unions affiliated with the congress increased from 515 to 628. A number of important resolutions relating to the conditions of labour were passed at these meetings. The name of the latter association was changed to the Canadian Federation of Labour. The Provincial Workmen's Association, ⁽¹³⁾ the Fishermen's Union of Nova Scotia, ⁽¹⁴⁾ the Federation of Textile Workers of Canada, ⁽¹⁵⁾ District No. 6 of the Western Federations of Miners, ⁽¹⁶⁾ and the Canadian Association of Stationary Engineers ⁽¹⁷⁾ held important conventions at Halifax, N. S., Montreal, Que., Greenwood, B. C., and Windsor, Ont., respectively.

The Canadian Manufacturers' Association held its thirty-seventh annual convention at Montreal, Que. A slight increase was reported in the membership. ⁽¹⁸⁾

Notes.*

Other occurrences of the year of interest in connection with labour and industrial conditions were as follows:—

⁽¹²⁾ See *Labour Gazette* for October, 1908, pp. 403 and 413, respectively.

⁽¹³⁾ See *Labour Gazette* for October, 1908, 422.

⁽¹⁴⁾ See *Labour Gazette* for October, 1908, 423, and February, 1908, p. 970.

⁽¹⁵⁾ See *Labour Gazette* for October, 1908, 424.

⁽¹⁶⁾ See *Labour Gazette* for January, 1908, p. 969.

⁽¹⁷⁾ See *Labour Gazette* for October, 1908, p. 426.

⁽¹⁸⁾ See *Labour Gazette* for October, 1908, p. 418.

* A special article dealing with proceedings during 1908, under the Industrial Disputes' Investigation Act is published elsewhere in the present issue.

A factory inspector was appointed for the first time in Nova Scotia during February, 1908.

The introduction of a system of free rural mail delivery was announced by the Honourable the Postmaster-General.

The commission appointed by the government of Nova Scotia in 1907 to investigate the subject of old age pensions and miners' relief societies presented its report. ⁽¹⁹⁾

Rapid progress was made on the construction of government telephone systems in Manitoba, Saskatchewan and Alberta.

During June, 1908, a royal commission was issued to Mr. W. L. Mackenzie King, C. M. G., Deputy Minister of Labour, to investigate conditions of employment in the cotton mills of Quebec. ⁽²⁰⁾

An important order with reference to Sunday labour on railway's was issued by the Board of Railway Commissioners on representations made by certain railway companies. ⁽²¹⁾

Increased interest was shown in co-operation as a practical movement during 1908, new societies being successfully inaugurated at Toronto, and Brantford, Ont., Montreal Que., and at different points in British Columbia.

Substantial progress was reported by the Hydro-Electric Power Commission of Ontario in enlisting the co-operation of Ontario municipalities in obtaining power from Niagara Falls. The first contract awarded between the Commission and a municipality, viz., Toronto, was signed during May, 1908.

⁽¹⁹⁾ See the *Labour Gazette* for March, 1908, p. 1122.

⁽²⁰⁾ See the *Labour Gazette* for July, 1908, p. 71; for August, 1908; p. 180; for September, 1908, p. 314.

⁽²¹⁾ See the *Labour Gazette* for September, 1908, p. 316, and for November, 1908, p. 507.

REVIEW OF TRADE DISPUTES IN CANADA DURING 1908.*

THERE was a very large decrease in the number of trade disputes in Canada, during 1908, resulting in the cessation of work, compared with any of the seven preceding years, of which the Department has record. There were in all 69 disputes in 1908, 149 in 1907, 138 in 1906, 87 in 1905, 103 in 1904, 160 in 1903, 123 in 1902, and 104 in 1901. Owing to the occurrence of two strikes during the past year involving large numbers of employees, the decrease in the number of workpeople concerned in these disputes did not correspond with the reduction in the number of strikes and lockouts, and there was actually a large increase in the loss of time in working days. There were approximately 26,232 employees affected by trade disputes during 1908, compared with 34,694 in 1907, and 26,014 in 1906. The loss of time in working days was approximately 708,194 in 1908, 613,986 in 1907, and 489,775 in 1906.

The two principal disputes of the year were a strike of machinists and carmen of the Canadian Pacific Railway, and a strike of cotton mill hands which extended to many places in the Province of Quebec.

Strike of Machinists and Carmen of the Canadian Pacific Railway Company.

On April 28, an application was received in the Department for the appointment of a Board under the Industrial Disputes Investigation Act, 1907, to deal with a dispute between the Canadian Pacific Railway Company and the employees in its mechanical department. The dispute arose from the posting of a notice by the Company on April 1, to cancel on May 1, existing agreements

with its employees on the Western lines and to substitute new rules with reference to the definition of machinists and boilermakers, the proportion of apprentices to journeymen in each trade, the hours of labour in roundhouses, the duties of helpers to machinists, and the method of dealing with grievances. A Board was accordingly appointed, and proceeded to investigate the dispute. The recommendations of the Board received in the Department on July 20, were accepted by the Company, and were put into effect on August 1, but the employees declared that the findings of the Board were not acceptable to them.

On August 5, the men in the mechanical and car departments, to the number of about 8,000 went out, the strike extending to all the shops of the Company throughout the Dominion. The strike lasted until October 5, when it was declared off, and the award of the Conciliation Board was accepted by the men. The Company in the meantime had secured a large number of men to fill the places of the strikers, but on the termination of the strike it agreed to take all reasonable means to find employment for the strikers and to take measures to prevent any discrimination.

Strike of Cotton Mill Hands in the Province of Quebec.

On May 4, the mule spinners employed by the Dominion Textile Company and the Montreal Cotton Company at Valleyfield, Hochelaga, and St. Henri, Que., to the number of about 267, went on strike, on account of a reduction of 10 per cent. in their wages, which the companies claimed was necessary to meet changed conditions in the cotton industry. On May 6, 1,200 other operatives went out at St. Henri, joined on May 12 by 350 at Hochelaga, and several hundred at Magog. A few days later the spoolers went out at Valleyfield, followed by 150 hands from the finishing department. The mill was then closed

*The information contained in the present article is based on reports received from official correspondents of the *Gazette* and interested parties, relative to trade disputes which occurred during 1908. A comparison is also made with returns obtained in the seven preceding years, analyses of which appeared in the issues of the *Gazette* for January, 1903; January, 1904; January, 1905; January, 1906; January, 1907, and January, 1908.

†An account of the Trade disputes of 1908 which were settled under the Industrial Disputes Investigation Act, 1907, without cessation of work is given in a Special Article in the present issue.

by the Montreal Cotton Company, throwing about 3,000 operatives out of work. At the end of May it was estimated that about 6,000 employees were idle owing to this dispute. The strike lasted until June, in the course of which month many of the strikers returned to work pending an inquiry into the cotton industry on behalf of the Dominion Gov-

ernment, but none of the mills affected were in full operation during June.

The following Statistics are based on the latest information available at the Department. The figures for 1908 are approximately correct but are subject to a slight change, should further reports be received. The figures for previous years have been carefully revised.

Magnitude of Trade Disputes.

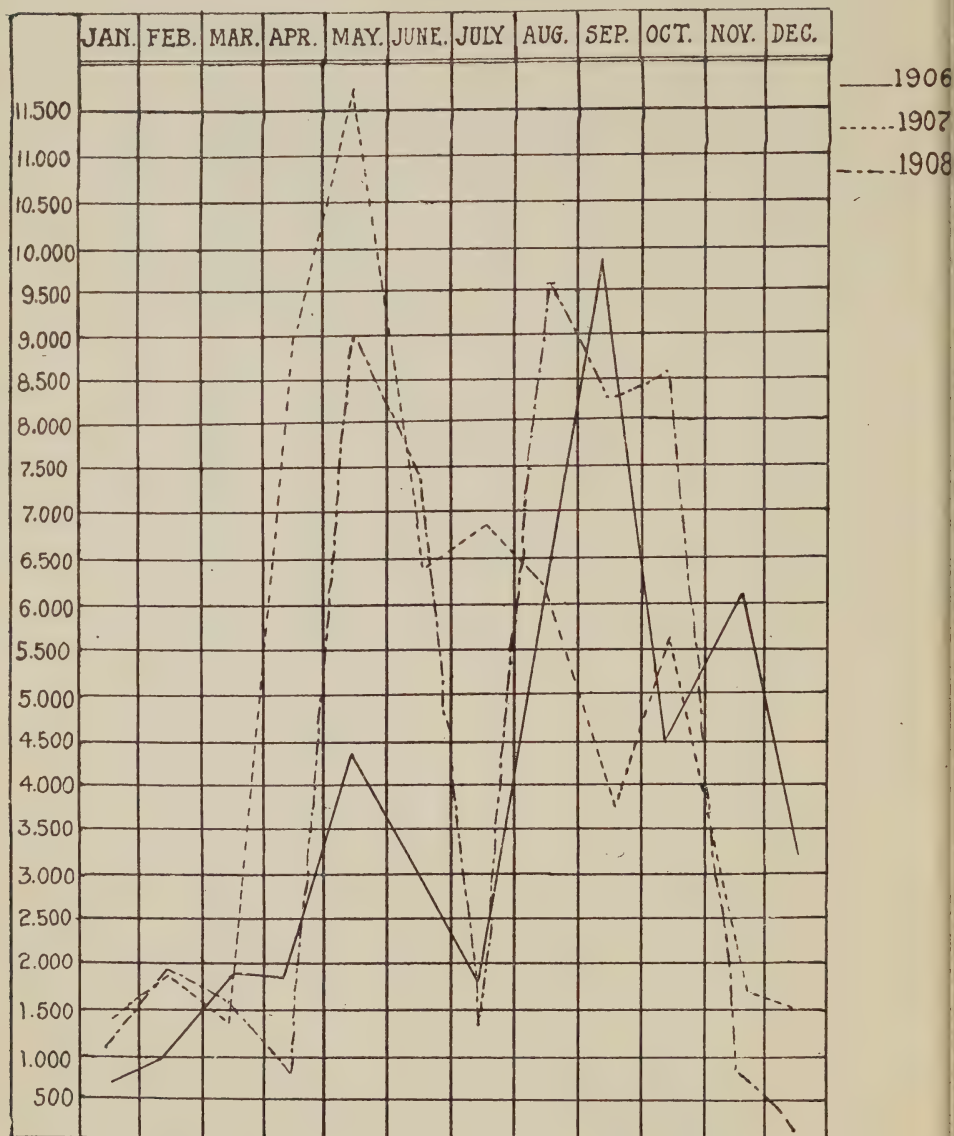
There were approximately 26,232 employees involved directly and indirectly in trade disputes which began during 1908. The following table shows by months the numbers affected.

TOTAL NUMBER OF EMPLOYEES INVOLVED IN TRADE DISPUTES, WHICH BEGAN DURING 1908

	Directly.	Indirectly.	Total.
January.....	1,795	414	2,209
February.....	350	150	500
March.....	1,353	.....	1,353
April.....	854	25	879
May.....	9,348	340	9,688
June.....	608	100	708
July.....	465	3	468
August.....	9,182	.....	9,182
September.....	135	40	175
October.....	390	150	540
November.....	48	371	419
December.....	111	.....	111
	24,639	1,593	26,232

The following diagram illustrates by months the total number of employees involved in disputes in existence during the years 1906, 1907 and 1908.

DIAGRAM SHOWING THE TOTAL NUMBER OF EMPLOYEES INVOLVED IN TRADE DISPUTES EACH MONTH DURING 1906, 1907 AND 1908.



The following table shows the magnitude of the disputes which were reported to the Department in 1908, according to the months in which they occurred.

TABLE SHOWING MAGNITUDE OF TRADE DISPUTES.

Magnitude.	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
2,000 and over.....					1			1					2
1,000 to 2,000.....	1		1										2
500 to 1,000.....					3			1					4
300 to 500.....	2			1	2		1	1		1	1		9
200 to 300.....	1	1			1	3							6
100 to 200.....		1		1	2		1		1	1			7
50 to 100.....	1	1	1	4	3						1	1	12
25 to 50.....			2	1		1		1	1			1	7
6 to 25.....	2	3	1	2	1	2	1	2				1	15
Unknown.....												1	1
Total.....	7	6	5	9	13	6	3	6	2	2	2	4	65

The following table shows the magnitude of trade disputes for the years 1901, 1902, 1903, 1904, 1905, 1906, 1907 and 1908, according to the number of workpeople involved.

TABLE SHOWING MAGNITUDE OF TRADE DISPUTES ACCORDING TO NUMBER OF WORKPEOPLE INVOLVED IN 1901, 1902, 1903, 1904, 1905, 1906, 1907 AND 1908.

Magnitude.	Year.							
	1901	1902	1903	1904	1905	1906	1907	1908
2,000 and over.....	3		5	2		1	3	2
1,000 to 2,000.....	3	2	5	3	4	4	10	2
500 to 1,000.....	5	1	10	2	5	6	7	4
300 to 500.....	5	8	9	9	4	6	9	9
200 to 300.....	4	7	18	2	4	15	7	6
100 to 200.....	4	15	23	10	15	14	18	7
50 to 100.....	14	21	19	15	17	29	28	12
25 to 50.....	24	28	34	23	17	32	28	7
6 to 25.....	31	37	36	35	21	30	31	15
Unknown.....	11	4	1	2		1	5	1
Total.....	104	123	160	103	87	138	146	65

Loss of Time in Working Days.

The loss of time to employees through trade disputes during 1908 amounted approximately to 708,191 working days. The losses in the different months were as follows:

TABLE SHOWING LOSS OF TIME IN WORKING DAYS TO EMPLOYEES THROUGH TRADE DISPUTES BY MONTHS DURING 1908.

LOSS IN WORKING DAYS		LOSS IN WORKING DAYS	
January.....	24,415	July.....	22,944
February.....	5,930	August.....	194,472
March.....	10,958	September.....	180,957
March.....	7,713	October.....	37,880
May.....	132,227	November.....	5,718
June.....	84,599	December.....	381
		Total.....	708,194

Number of Disputes According to Trades Affected.

The following table indicates the number of disputes in the various trades during 1908, according to the months in which they occurred.

TABLE SHOWING INDUSTRIAL DISPUTES IN CANADA BY TRADES DURING 1908.

Trades.	Number of Disputes.												
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Agriculture.....													
Fishing.....													
Lumbering.....	1		1				1		1				4
Mining.....	1	1		2	3	1						2	10
Building.....				4	4	2	1	1				1	13
Metal working and shipbuilding....	3			1	2	1		1					8
Woodworking and furnishing.....	1												1
Textile trades.....		2	1		2								5
Clothing trades.....		2									2	1	5
Food and tobacco preparation....	1												1
Leather.....													
Printing and book-binding.....			1										1
Transport.....				2	1		1	2	1				7
Unskilled labour....		1	1		1	2		2		1			8
Miscellaneous.....			1							1			2
Total.....	7	6	5	9	13	6	3	6	2	2	2	4	65

In the following table a comparison is shown of the trade disputes during the last eight years, according to trades and industries from which it may be seen that out of 923 strikes and lockouts, there were 221 in the building trades, and 147 in the metal trades.

TABLE SHOWING INDUSTRIAL DISPUTES BY INDUSTRIES AND TRADES IN 1901, 1902, 1903, 1904, 1905, 1906, 1907 AND 1908.

Trades.	Number of Disputes.								
	1901	1902	1903	1904	1905	1906	1907	1908	Total.
Agriculture.....					2				2
Building.....	14	28	44	29	19	29	45	13	221
Metal.....	23	31	17	16	13	21	17	8	146
Woodworking.....	4	10	9	3	2	12	6	5	51
Textile.....	6	1	5	3	1	4	6	5	31
Clothing.....	10	9	11	12	11	9	17	5	84
Food and tobacco preparation.	9	10	6	11	4	8	50	1	50
Leather.....	1	3	4	1		3	5		17
Printing and bookbinding....	2	3	3	5	7	6	2	1	29
Transport.....	4	4	18	2	4	15	14	7	68
Longshoremen.....	5	4	4		1	1	3		18
Mining.....	5	3	9	6	12	13	14	10	72
Fishing.....	2	1	1	2		1	1		8
Unskilled.....	11	6	9	3	2	12	7	8	58
Miscellaneous.....	8	10	20	10	9	5	7	2	71
Total.....	104	123	160	103	87	138	146	65	926

Disputes by Localities Affected.

Of the 65 disputes which occurred during the year, 26 took place in Ontario and 18 in the Province of Quebec. No disputes were reported to have occurred in Prince Edward Island. In the following table the trade disputes are classified by months according to the provinces in which they took place.

TABLE SHOWING TRADE DISPUTES IN CANADA BY PROVINCES DURING 1908.

Provinces.	Number of Disputes.												Total.
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	
Nova Scotia.....		1			2								3
Prince Edward Isld.													
New Brunswick.....			2	1		1		2					6
Quebec.....	3	4	1		4		1	1	1	1	1	1	18
Ontario.....	3	1	1	6	4	3	2	2	1	1	1	1	26
Manitoba.....			1										1
Saskatchewan.....						1							1
Alberta.....				1	1							1	3
British Columbia.....	1			1	2	1						1	6
More than one province affected.....								1					1
Total.....	7	6	3	9	13	5	3	6	2	2	2	4	65

The following table shows the number of trade disputes in Canada during the past eight years, according to the provinces in which they occurred.

TABLE SHOWING TRADE DISPUTES IN CANADA ACCORDING TO PROVINCES FOR THE YEARS 1901, 1902, 1903, 1904, 1905, 1906, 1907 AND 1908.

Locality.	Number of Disputes.								Total.
	1901	1902	1903	1904	1905	1906	1907	1908	
Nova Scotia.....	5	12	7	7	7	11	12	3	64
Prince Edward Island.....		2							2
New Brunswick.....	3	7	7	2	5	8	8	6	46
Quebec.....	29	20	33	31	21	24	29	18	205
Ontario.....	53	65	83	52	32	61	71	26	443
Manitoba.....	3	8	1	4	9	9	6	1	41
Saskatchewan.....								1	2
Alberta.....		1	5	1	2	13	6	3	31
British Columbia.....	10	8	24	4	10	12	11	6	85
More than 1 province affected.....	1*			2†	1††		2‡	1‡‡	7
Total.....	104	123	160	103	87	138	144	65	926

* Dispute affected all provinces in Dominion with exception of Prince Edward Island.

† First dispute affected Ontario, Manitoba, Saskatchewan and Alberta; second affected same provinces with the addition of British Columbia.

†† Dispute took place in Quebec and Ontario.

‡ One dispute took place in Quebec, Ontario and Manitoba, and the other in Alberta and British Columbia.

‡‡ Disputes affected all provinces except Prince Edward Island and Nova Scotia.

Disputes by Months.

The following table shows the number of disputes which have occurred each month during the past eight years, from which it may be seen the greater number took place in the months of April, May and June.

TABLE SHOWING TRADE DISPUTES IN CANADA BY MONTHS DURING 1901, 1902, 1903, 1904, 1905, 1906 1907 AND 1908.

Months.	Number of Disputes.								
	1901	1902	1903	1904	1905	1906	1907	1908	Total.
January.....	7	8	6	9	6	12	8	7	63
February.....	3	5	12	5	4	6	3	6	44
March.....	13	12	22	9	6	8	8	5	83
April.....	12	20	23	20	8	13	28	9	133
May.....	7	27	29	23	11	28	33	13	169
June.....	23	18	23	9	12	14	20	6	125
July.....	14	7	15	6	13	8	15	3	81
August.....	5	6	11	6	8	17	12	6	71
September.....	5	9	7	3	9	15	8	2	58
October.....	5	4	6	8	3	3	7	2	38
November.....	7	7	3	2	3	12	3	2	39
December.....	3		3	3	4	2	3	4	22
Total.....	104	123	160	103	87	138	146	65	926

Causes of Disputes.

Of the 65 disputes which began in 1908, 18 were occasioned solely by a demand for an increase in wages, while 14 were caused by a reduction in wages. Only one sympathetic strike was reported to the Department.

The following table shows the causes of disputes during 1908 by months.

TABLE SHOWING CAUSES OF TRADE DISPUTES IN CANADA DURING 1908.

Causes.	Number of Disputes.												Total.
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	
For increase in wages.....		2	1	5	2	3	1	3	1				18
Against reduction in wages.....	5	1	1	1	4		1	1					14
For decrease in hours.....					1	1				1			3
For increase in wages and decrease in hours.....				1									1
For decrease in hours and other changes.....						1							1
Against increase in hours.....		1		1				1					3
Against employment of non-unionists.....	1				1							1	3
Against employment of persons other than non-unionists.....			1										1
Against discharge of employees.....		1	1		3		1						6
Against new scale of wages.....											2		2
Dispute over pay-day.....												1	1
Against conditions of employment.....						1		1					2
Against increase in hours and reduction in wages.....			1										1
Against reduction in wages and "closed shop".....					1								1
Against delay in payment of wages.....									1				1
Sympathetic.....										1			1
Unclassified.....	1	1		1	1							2	6
Total.....	7	6	5	9	13	6	3	6	2	2	2	4	65

In the following table a comparison is made of the causes of disputes during the last eight years.

TABLE SHOWING CAUSES OF TRADE DISPUTES IN CANADA WHICH BEGAN DURING 1901, 1902, 1903, 1904, 1905, 1906, 1907 AND 1908.

Causes.	Number of Disputes.								
	1901	1902	1903	1904	1905	1906	1907	1908	Total.
For increase in wages.....	48	54	60	36	30	55	65	18	366
Against reduction in wages....	10	7	7	7	8	3	3	16	61
For decrease in hours.....	1	7	8	3	3	7	11	3	43
For increase in wages and decrease in hours.....	5	14	18	8	4	7	8	1	65
Against employment of particular persons.....	13	8	13	16	9	13	20	4	98
Against condition of employment.....		5	5	4	8	3	5	2	32
For recognition of union.....		5	5	4	1	5	3		23
Sympathetic.....		29	10	3	1	2	2	1	48
Unclassified.....	16	12	29	21	23	43	29	20	193
Total.....	93	121	155	102	87	138	146	65	907

Methods of Settlement.

During the year 68 disputes were terminated, leaving only 1 in existence at the close of the year. Two disputes were settled by arbitration, and four by conciliation. The following table shows the methods of settlement by months during 1908.

TABLE SHOWING METHODS OF SETTLEMENT OF TRADE DISPUTES IN CANADA DURING 1908.

Method.	Number of Disputes.												Total.
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	
Arbitration.....						1					1		2
Conciliation.....	1	1			1					1			4
Negotiations between parties concerned.....	1	1	2		2	2	1	1				3	13
Replacement of strikers.....	1	1	1	5	3	3		1	2				17
Work resumed on employer's terms (without negotiations)...	2	2	2	1	2		5	4	1	2	2		23
Demands of strikers granted (without negotiations).....		1		3			1						5
Work resumed pending government inquiry.....						1							1
Indefinite, unsettled or not reported.....	1	1					1					1	4
Total.....	6	7	5	9	8	7	8	6	3	3	3	4	69

A comparison of the methods of settlement of trade disputes during the past eight years is given in the following table.

TABLE SHOWING METHODS OF SETTLEMENT OF TRADE DISPUTES IN CANADA DURING 1901, 1902, 1903, 1904, 1905, 1906, 1907 AND 1908.

Methods.	Number of Disputes.								
	1901	1902	1903	1904	1905	1906	1907	1908	Total.
Arbitration.....	5	6	6	4	.....	3	4	2	30
Conciliation.....	6	5	14	5	3	4	7	4	48
Negotiations between parties concerned.....	55	73	77	37	41	67	66	13	429
Replacement of men.....	13	12	15	10	24	18	26	17	135
Work resumed on employer's terms (without negotiations).....	13	20	26	25	10	28	26	23	171
Demands of strikers granted (without negotiations).....	.....	.....	19	7	5	3	2	5	41
Work resumed (employer not involved.).....	.....	.....	.....	.....	.....	4	5	.....	9
Employment found elsewhere by strikers.....	.....	.....	.....	.....	.....	3	3	.....	66
Unsettled.....	12	5	12	13	2	9	12	1	66
Not reported.....	.....	.....	1	2	.....	.....	.....	3	6

Results of Disputes.

Of the 68 disputes which were terminated during the year, 43 ended in favour of the employers, and 12 in favour of the employees while 9 resulted in a compromise.

The following table shows the results of trade disputes by months during the year.

TABLE SHOWING RESULTS OF TRADE DISPUTES IN CANADA DURING 1908.

Result.	Number of Disputes.												
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
In favour of employers.....	3	3	4	5	6	5	5	5	3	2	2	.....	43
In favour of employees.....	.....	2	.....	4	1	2	2	1	.....	.....	.....	.....	12
Settled by compromise.....	2	1	1	.....	1	.....	.....	.....	.....	1	1	2	9
Employees partially successful.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indefinite, unsettled or not reported.....	1	1	.....	.....	.....	.....	1	.....	.....	.....	.....	2	5
Total.....	6	7	5	9	8	7	8	6*	3	3	3	4	69

The following table shows the results of trade disputes during the last eight years.

TABLE SHOWING RESULTS OF TRADE DISPUTES IN CANADA DURING 1901, 1902, 1903, 1904, 1905, 1906
1907 AND 1908.

Results.	Number of Disputes.							
	1901	1902	1903	1904	1905	1906	1907	1908
In favour of employers.....	40	35	46	34	37	45	57	43
In favour of employees.....	39	46	45	24	24	41	33	12
Settled by compromise.....	22	33	46	28	15	23	39	9
Employees partially successful.....				6		6	3	
No change (employers not concerned).....					1	3	3	
Indefinite (unsettled or terms unknown).....		4	10	9	10	22	16	5
Total.....	101	118	147	101	87	140	149	69

UNEMPLOYMENT IN CANADA DURING WINTER SEASON, 1908-09.

AS supplementary to the monthly reports received from correspondents to the *Labour Gazette*, and printed in Part II of the opening article of the present issue, a special statement was obtained from the correspondents during December with regard to unemployment existing in their several cities or districts. As is well understood, the advent of winter in Canada usually throws a number of workmen engaged in outdoor occupations out of employment, and the extent to which these conditions are intensified by other agencies is of widespread importance at this season. During the winter of 1907-08, conditions in this respect were very unfavourable, and the possibility of a recurrence of the situation has been matter of apprehension at several points during the past few weeks.

[The General Situation.

Except in one or two localities, it will be seen from the reports published below that conditions in this respect are considerably more favourable than at the corresponding period of last year. In the Maritime provinces, dullness in the lumbering industry and quietness at the collieries will cause a good deal of short time and unemployment, and in Quebec and Ontario the continued quietness in manufacturing, which is usually unaffected by seasonal influences, and in lumbering, which as a rule employs large numbers

during the winter, has produced a similar result. The comparatively light snowfall and the late opening of the ice harvest have also affected employment. On the other hand, the restrictions exercised by the Dominion government during the past year on immigration have had a most beneficial effect, and the gradual improvement in financial and commercial conditions, after the set-back of 1907, has produced a much more favourable tone in general industry. In western Canada, the very favourable crop returns have rendered conditions comparatively buoyant. The lumbering industry in British Columbia remains very dull, but metalliferous mining is active, and the situation as a whole shows an improvement over that of the preceding winter. (*)

Conditions in the Several Cities.

The special reports received from correspondents to the *Labour Gazette* with regard to unemployment are printed below, the order followed being from east to west.

The Maritime Provinces.

Sydney.—With the exception of the coal industry, all other classes of labour

*For statement re general condition of industry in Canada during the winter season and of the situation during the winter season of 1907-08, see article published in the February, 1908, issue of the *Labour Gazette*, page 958.

have been as active in December as during previous years. All the collieries in the Sydney district have been on broken time since the beginning of November. It is not the custom, however, at the collieries, to discharge many of the employees during such times of dullness. The general rule is to share the work among all the employees and lessen the number of working days. The mines of this district are working little more than half time, and may continue that way during the first two months of 1909. No public action has been taken for the relief of the unemployed in this district.

Amherst.—Although industry here felt the depression that existed all over Canada, yet it has not been necessary to undertake any systematic relief scheme for the unemployed. The town had to provide fuel and some provisions to a limited number of families, but conditions were not at all acute. The Salvation Army raised a small sum of money to distribute among the poor, but these were only temporary measures and afforded all the relief that was necessary. Where there has been sickness prevalent, the town will have to continue giving support for some time, but the increased expenditure for the poor will not be heavy.

Charlottetown.—Re the extent of unemployment in this district, as compared with previous years at this season, there is practically no change worthy of note. Skilled labour finds ready employment, while among the unskilled, conditions are normal for the season, with the supply exceeding the demand, but not to such an extent as to cause any serious distress or to render necessary any general public or private measures for relief. There has been no very severe weather as yet, and as the labour market was in good condition during the summer and autumn, a short period of idleness among certain classes of workmen will not cause any serious suffering.

Moncton.—Unemployment to any great extent does not exist here, and as a consequence, no relief measures have as yet been inaugurated.

Newcastle.—Only about 60 to 65 per cent. was employed in December, not nearly as much as usual being done in

the heavy lumber line, and very little pulpwood being got out. The pulp mill has been closed for several months, and is not likely to open this winter. The Anderson furniture factory was burned last summer. All combined, a difference of about forty per cent. in conditions is the result.

Quebec.

Quebec.—There is less employment, especially for unskilled labour, in this city and district, than last year at this season. No measures are being taken by public or private authority for the relief of unemployed so far.

Three Rivers.—Amongst the residents of this city and district there are very few unemployed on account of building being yet active. The cutting and carting of ice, the shovelling and carting of snow have furnished work, and the lumber companies require a number of men in the bush. There will be little difficulty through lack of work in this district this winter.

Sherbrooke.—The demand for labour is not quite so good as it was this time last year. So far, however, there has been no distress in the city, and no municipal relief committee has been called upon to give work to the unemployed. The various charitable institutions state that the demands upon them are not exceptional.

St. Hyacinthe.—All those who wish to work have thus far found employment. Different works that are going on absorb a portion of the workers, and the Duclos Payen Company employs a large extra staff during the whole of the winter in leather curing. The demands for work are dull this winter as compared with the same period in former years. The condition of the labour market is better than in 1907, and as good, if not better, than in former years. From reports received, similar conditions exist in other portions of this district, so that public or private authorities have not been obliged to take any steps in the way of assisting the unemployed.

Montreal.—Last year was a hard one in Montreal, poverty being more apparent than for a number of years back. This

year, however, the situation is considered encouraging. Those who have charge of the various city charitable organizations declare that the situation is hopeful, and they do not look for any great call for help, though provision has been made to give assistance to all who really need it. This fall there were a great many out of employment, as many factories and shops had been forced to reduce their staffs owing to lack of orders, but in the past three months there has been a general industrial revival in the city, and the number of workers who are walking the streets is now but very little, if any, larger than is usual at this season. One feature which will reduce the call on the local charities is the absence, owing to the government immigration restrictions, of the usual large crowd of penniless and friendless new arrivals to this country, who have to be helped through the winter months. In former years thousands came here from Europe in the fall without either money or prospects. Being unaccustomed to conditions in this country, the arrival of winter found them totally unprepared for the rigors of the Canadian climate, and they were forced to fall back on charity. New regulations were passed by the government this year, making it necessary for immigrants to have a certain sum of money, or friends who would agree to take care of them, before they could gain admittance to Canada. This rule was strictly enforced, and hundreds of undesirable who were likely to become a public burden were sent back. The result is that there are fewer people who are entirely dependent upon the generosity of the public, and consequently the work of the charitable organizations has been reduced. A feature of the charitable work in Montreal this winter will be the new scheme to be conducted by the Salvation Army.

Hull.—As compared with last year and the year before at a corresponding date, Hull makes a bad showing in connection with the number of unemployed people within its limits. No such condition, however, prevails outside the city, where the same causes do not exist. Sawmills closed down two weeks earlier than in

the two previous years. Building operations were brought to a close on several large contracts. The completion of a large dam at the head of the Chaudier Falls left about 250 men without work in the middle of winter. The laying off of nearly a score of Hull painters and labourers by the Department of Public Works at Ottawa; the cutting down of the corporation staff of workmen to a few men only; the closing down of mostly all the mica factories; the reduction of the staff at Eddy's factories, the cessation of work at J. R. Booth's pulp mills; the usual winter reduction in the number of men in the various works and shops—all these have contributed in making this month of December much worse than those of 1907 and 1906. Nevertheless, there has been no need, so far, and there is not likely to be any need, to make any special provisions this winter for the unemployed. The working population is very frugal, and they have laid enough money by to help them pass the temporary hardships which they have been experiencing of late. The charitable societies have no more poor to feed just now than they had last year at a similar date. There are better prospects for activity around the factories after New Year's day.

Ontario.

Ottawa.—That the unemployed are numerous in Ottawa is evidenced by the many who apply for the temporary work of shovelling snow. About 60 men are totally dependent on the Rescue Mission for subsistence, and as many more receive occasional help. The civic corporation is prosecuting sewer construction to afford employment for some men, but there is less demand for relief of this sort than last season, when a civic stone pile was started to permit labourers to earn a livelihood. The majority of unemployed are men who arrived in Canada inside of the last year or two, and worked on farms during the summer. In many instances they could still be employed there, but they refuse to accept the wages offered, which run from \$7 to \$12 per month. Another considerable element

of unemployed are the men who usually work in the lumber camps, but who could not get hired this year owing to the curtailment of lumbering operations.

Kingston.—The consensus of opinion is that there are more men unemployed in the city of Kingston at the present time than at any corresponding period in recent years.

The records of the various poor relief organizations show that the poverty existing is chiefly among the immigrant class, who are unused to our hard winter. The records show that these are the people who require constant aid. The various organizations are preparing for the winter's work.

Recently, the city council set apart the sum of \$1,000 in order to set some of the unemployed to work in the civic stone quarry. The men are paid \$4.00 per diem by the city. A shack and store have been provided at a cost of about \$25.00, by the use of which the men may have a warm meal at noontime. Upwards of 30 men have already availed themselves of this opportunity of employment. Most of them are recent arrivals in Kingston.

This effort to afford employment was not started until the month of February last year.

Peterborough.—This city has a very good relief association, formed by each church appointing the minister and two of the members. The city council appoints a relief officer, and it is his duty to investigate all cases reported to him by the Board. He alone gives out the relief. The Board meets twice a month. Each church has its own relief society as well. The King's Daughters are also doing good work. There are about the same number of unemployed as last year, though conditions are a little brighter than last month, a lot of the men getting work at the lumber camps.

Toronto.—So far as can be judged at present, the relief of the unemployed will not be so serious this winter as last season. This is due in the main to the falling off in immigration, coupled with the return to their former homes of many who suffered from want of work last

winter. The mildness of the season up to the present has considerably lessened the amount of distress among the destitute which would otherwise have been experienced. The Associated Charities are taking active measures to deal with the situation. The annual meeting was held December 8th at the City Hall. The secretary presented the annual report showing that this year 1,136 families had applied for assistance or work, as compared with 302 families in 1907. The total amount expended was \$1,321, of which \$321 was given in charity. It was explained that the association was intended as a sort of clearing house for the churches, societies and charitable organizations, where they might report their work and obtain information which would prevent overlapping. It was decided to establish a free labour bureau for the benefit of the unemployed. In accordance with this resolution, the Toronto Free Employment Bureau was opened at 71 Victoria st., and an appeal to manufacturers, farmers and others in want of steady or temporary help widely circulated. Several thousand men applied for work, and situations have been secured for a large number. A free employment bureau for residents of Earls-court has been opened by Rev. G. A. McLean at 712 Bloor st. west. On Dec. 22nd, the Board of Control voted an additional \$2,000 for relief work in connection with the Parks Department, to which 890 men had applied for works. Several hundred of these have been taken on, being given 3 days' work each, in relays, at \$2 per day, the preference being given to married men.

Niagara Falls.—Building trades are very dull, there being less work than during many years past at this season. There is little prospect of improvement within three months. Manufacturing concerns are employing practically full staffs, but there are no opportunities for employment. Railway employment will probably be quiet after January 6th. There are idle men in practically every class of labour. No public or other means of employment or relief are yet proposed, nor is there yet any great need of such,

as employment was good during the autumn.

St. Catharines.—Although there are a few unemployed among unskilled labourers, the other branches of industry give employment sufficient to prevent the persons affected from becoming dependent on public or private means for relief.

The total number of unskilled labourers unemployed who will need to be looked after and are at present being looked after by the various churches to which they may claim connection would not total all told 30. Those who are on limited employment, but sufficient to make up a living, might be placed at 150.

Hamilton.—The situation in Hamilton as regards the unemployed is not nearly so bad as had been anticipated earlier in the season. The exceptionally favourable weather has enabled building operations to be gone on with, and the city works departments have managed to keep a large proportion of their labourers employed on sewer and road work throughout the month. The building permits for this month total about \$24,000 more than those issued during December, 1907. The board of works officials state the demands on them to provide work for unemployed have not been nearly so insistent as during the same period last year. The situation so far has not been such as to impress the civic authorities with the need of starting any special relief work. A by-law is being submitted to the ratepayers at the municipal elections to provide funds for good roads work, and if it is carried, some road work will be started if weather conditions allow. In the skilled trades, while conditions have been dull generally, short time has been the rule rather than total suspension. The charitable organizations have not had more than the usual number of requests for assistance. Among the building permits issued this month was one for an \$8,000 addition to one of the cotton mills, which would seem to indicate that business in this line is improving. From inquiries made among those who ought to be in a position to speak with some degree of authority, it is gathered that conditions of employment

are much better at present than they were at the corresponding date in 1907.

Brantford.—There are a number of unemployed in this city and district at the present time; many more than in 1906 at this season, but not so many as in 1907. The difference in the number between this year and last year is partly due to the return to their native land of a number of foreigners. The conditions in the factories which is slightly better than last year, is not making much difference. The city engineer expects to employ 30 men continuously, if weather permits on sewer construction work. In addition to this the city offers employment in the breaking of stone in the city yards. An effort is being made to supply all needy cases with work.

Berlin.—All classes of labour were more fully employed during the month than in the corresponding month of 1907 and previous years. With the exception of the unskilled labours of which there were about 200 more unemployed. This is due to the non-operation of the Berlin Sugar Factory this season. The Trade and Labour Council appointed a relief committee of five members with one additional member from each local union to find ways and means of raising funds to aid those in distress during the winter months.

Woodstock.—Among the manufacturers it has been estimated that during the present month (December) as compared with the same month last year about 35 to 40 per cent. less men found steady employment. Two concerns have been closed entirely for a greater part of the month and will not re-open until after the first of the year, while but one firm, The Thomas Organ Co. worked steadily all through.

Beginning with the first of the year what is known as the Associated Charities Committee will engage a district visitor who will report on all claims for relief. This committee is composed of the charities committee of the city council, together with one representative from each church in the city. An executive committee with the mayor as chairman, will have direct supervision of the district visitors. It is expected that relief will in this way

be most efficiently managed and put the giving of charity upon a business-like basis. It is not expected there will be as many calls this winter as last.

Stratford.—There are 125 men out of work in the city, being 100 less than at this season of 1907.

The truant officer has a register for the unemployed so that he may be able to find them work. About 35 men are employed at sewer work.

London.—There are more unemployed men and women in this city at present, then for years past, and there is not a factory or foundry but has a reduced staff. At a meeting of the Charities Aid Society held in the early part of the month the relief inspector reported that to date 52 cords of wood have been sawed by the unemployed who have applied to the inspector for work. Comparative figures showed that at this time last year scarcely any wood had been sawed, which was taken as an indication that there is at the present time a greater number of unemployed in the city than at the same time last year.

The inspector also stated that this year many women had applied to him for day work at anything they could do, which, he said, was practically unprecedented in this city. The Salvation Army stationed a couple of men on the principal thoroughfares the week before Christmas, to take up collections to provide Christmas dinners for the needy, and with the proceeds were enabled to deal out beef and groceries for 1,400 dinners.

The Trades and Labour Council are to hold a concert on December 30th to raise funds for the needy unemployed. The different churches throughout the city are looking after those in their own section as far as they can.

St. Thomas.—The general condition of labour is very favourable in this city and district. Skilled mechanics have had a good summer, and the open weather, until the last week in December, has given constant employment to those engaged in the building trades. In the coal industries, similar conditions prevailed, and the season has been a good average. The Canada Iron & Foundry Company is the one exception; this firm

reports that the season has been not as busy as the corresponding season of last year. In the railway shops, the season is better than that of last year, all hand being well employed. The recent embargo placed upon stock and shipment packed in straw, has had the effect of lessening the amount of freight handled by railroads handling bonded freight, and as a result, the comparison with last year at this time is shown in favour of last year; but notwithstanding the embargo, railroad employees have been very well employed. With unskilled labour, the season has been a good one. The mayor and city council have left nothing undone to keep this class of labour employed, and work which was discontinued on the Ross Street subway on account of the frozen condition of the ground, was resumed with a view to giving employment to unskilled labourers. The city has also inaugurated the system of snow ploughs which gives employment to about ten men when conditions demand the operation of these ploughs. Port Stanley and Aylmer report this season an active one, there being very little distress reported.

Chatham.—Although the different building trades are practically at a standstill for want of contracts, no case has been reported for charity from the large number of the labour class which is always about this time of the year out of work. Some calls are looked for later on. To the present, the labouring class have fared better than many of the skilled mechanics.

Windsor.—The prospects for the winter for skilled and unskilled labour look bright, employment being better than a year ago. The public has had no occasion for years to use any measures for the unemployed. There are a few poor families in the city who are looked after by the Home of the Friendless Society to which donations are contributed by charitable citizens.

Western Canada.

Brandon.—The general opinion is that there is more unemployment at present than is usual at this season, and also that those that are unemployed are in a

worse condition (owing to a poor season) than last year.

Most of the unions report a greater percentage of unemployed than last year. With the railroad men, outside of the usual Christmas passenger traffic, conditions were never so dull, the mechanical department reporting some 25 men laid-off.

The Hanbury Manufacturing Co. and the McDiarmid & Clark Co. have closed, but this is to a certain extent usual at this season. At the city clerks' office, it was stated that up to the present conditions were normal but as we have had no severe weather this cannot be taken as a fair estimate, it being the opinion that when weather becomes colder there will be more distress than last year.

Regina.—The state of employment in Regina and district at the present time is about the same as at the corresponding period of last year. No abnormal conditions prevail. There has been practically no relief sought by parties in distress so far this year. This may be accounted for (a) by the good fall season in the building trade. (b) The very mild, open winter. The Regina Relief Society disbanded early in the summer, and so far is still unorganized; there is some talk, however, of the Society inaugurating for work again. No action toward systematic relief will be undertaken by the civic authorities until the incoming of the new council in January. The

chairman of the old City Relief Committee will attend to any cases of distress that may be brought before his notice until that time.

Moose Jaw.—There are not so many unemployed in the city as there were at the corresponding period last year. Labour conditions show a general improvement over that period. No public relief measures have been considered necessary, as no cases of real need have been reported.

Edmonton.—Conditions are much better than they were a year ago. Except by the Salvation Army, nothing is being done for the unemployed.

Lethbridge.—Compared with last year at this season, the labour market is in a healthy condition. There are a number of unemployed consequent on the cessation of work on street grading, sidewalks, etc., but, as stated, conditions are better than last year. Under the circumstances nothing as yet is being done locally for the relief of the unemployed.

Nanaimo.—While there are a number of men out of employment in this district, so far there has been no cases of distress reported. No provisions by public or private authorities have been made to meet such cases if they should occur. Transient labourers have in some cases been furnished two or three days' work by the city and by private individuals to enable them to leave.

THE NATIONAL FEDERATION OF WOMEN.

THIS organization was founded at Montreal, Que., on January 24, 1907, on the initiative of the female members of the St. Jean Baptiste Society, and was affiliated to la Fédération Nationale St. Jean Baptiste on May 26, 1907. The association was then composed of 473 members; it has since grown to nearly 800 members. It has for its object the improvement, both intellectually and morally of the women employed in manufacturing establishments in the city of Montreal, and the formation of a skilled class of female workers in the various occupations fol-

lowed by its members. Meetings are held on the third Sunday of each month and are addressed by lecturers on moral and economic questions. Sick benefits are paid to the members, the moneys being derived from an annual celebration for this purpose. On September 13, a Labour Day celebration for working women was held and over 10,000 women participated. The celebration consisted of a religious ceremony in the afternoon. The association grants its benefits in addition to those granted to members of la Fédération Nationale St. Jean Baptiste.

THE MOVEMENT FOR CHEAPER CABLEGRAMS.—STATE OWNED ATLANTIC CABLE ADVOCATED BY THE HONOURABLE THE POSTMASTER-GENERAL FOR CANADA.

AT the annual meetings of the Royal Colonial Institute held in London, Eng., during December, the problem of cheaper cable communication throughout the British empire was discussed in some detail. The Honourable Rodolphe Lemieux, Postmaster-General for Canada, was present, and at the opening meeting of the Institute outlined the action which the Dominion was prepared to support in the matter. The proposal laid before the meeting by Mr. Lemieux was in favour of laying a state-owned cable between Great Britain and Canada. It was also pointed out by the Minister that from the geographical position of the Dominion the co-operation of Canada would be of great assistance to the movement throughout the Empire. The share borne by Canada in the movement which resulted in the Pacific cable being laid was also outlined. While penny-a-

word cables were a desirable ideal, Mr. Lemieux also advocated letting down the barriers by degrees, so that the masses might be admitted to an advantage which hitherto had been monopolized by the wealthy. A rate of one shilling a word was, for the settler of the Canadian West, the small trader, and the working classes generally, a prohibitive rate. In a subsequent speech, at a meeting held at the Mansion House, presided over by the Lord Mayor of London, the Hon. Minister stated that public opinion in Canada had always been impressed with the importance of establishing fast and cheap communication with the Mother country. The laying of a state-owned cable across the Atlantic was stated to be the logical consequence of the establishment of the Pacific cable and to tend to lower charges between England and Canada by 50 per cent.

DEPARTURE OF MR. W. L. MACKENZIE KING, M.P., ON HIS MISSION TO THE ORIENT.

MR. W. L. Mackenzie King, M.P., C.M.G., former Deputy Minister of Labour for Canada, whose appointment by the British Government as one of its delegates to the International Opium Conference to be held in Shanghai next month was announced in the December issue of the *Labour Gazette*, sailed from New York on the Steamship *Lusitania* on December 16, reaching England on December 22. Mr. King spent some days in England discussing with the various Governmental authorities concerned, at their request, certain aspects of the Oriental immigration question, with which he had become familiar by reason

of the different investigations and missions relating to that subject conducted by him while Deputy Minister of Labour. Mr. Mackenzie King proceeded from England to Marseilles and was expected to sail on January 1 on the P. & O. Steamer, *Britannia*, from Marseilles to Bombay, proceeding *via* that port and other points in India to the place of meeting of the International Opium Commission. It is understood that while in India Mr. King will take advantage of the opportunity to investigate some phases of the question of immigration from the East Indies to Canada and to discuss same with the authorities of India.

INTERNATIONAL HARVESTER COMPANY'S EMPLOYEES' BENEFIT ASSOCIATION AND PENSION SYSTEM.

ON September 1, 1908, there were inaugurated among the employees of the International Harvester Company, both in the United States and Canada, an employees' benefit association and a pension system, to which all employees were allowed to subscribe for membership, the object of the former being to protect employees from loss in wages when unable to work either on account of accident or sickness; and of the latter to provide a fund out of which a pension allowance might be paid to retired employees.

The company owns and operates extensive plants for the manufacture of harvesting implements at Champion, Deering, McCormick, Milwaukee and Plano in the United States. Its Canadian plant is situated at Hamilton, Ont. More detailed information with regard to the associations inaugurated as above are as follows:—

International Harvester Company's Employees' Benefit Association.

The object of the Benefit Association is to provide its members with a certain income when sick, or when disabled by accident, and to pay to their families certain definite sums in case of death; to create and maintain a fund which shall belong to the employees, to be used in payment of benefits to them and cost them the least money possible considering the benefits received.

The association is placed in the executive charge of a board of trustees and a president. The benefit fund is to consist of contributions from members of the association, income or profit from investments, gifts or legacies to the fund, and such contributions as may be made by the company from time to time.

At the end of each year, if the average membership in the Benefit Association during that year has equalled 50 per cent. of the average total number of employees in the companies' manufacturing plants, the company will contribute \$25,000 to the fund, and if such average member-

ship has equalled 75 per cent. of such total number of employees the company will contribute \$50,000 to the fund. The company agrees to temporarily advance funds when necessary for payments of benefits at due dates; to guarantee the safety of the fund, and to pay semi-annual interest on the average balances at 4 per cent.

The contributions from members is to be used only for the payment of benefits due to members, and for the expenses of administration. If a surplus accumulates it must remain under the control of the members of the association, through their representatives on the board of trustees, and if a deficit arise the company will make temporary advances to pay same.

The board of trustees, thirty in number, is to be chosen annually in December, one-half by the employees (one representative to be chosen from each works) and an equal number by the company. The president of the company is ex-officio chairman of the board of trustees. The secretary of the board is to be the superintendent of the association, his duties being, under the direction of the board, that of general manager of the association. Provision is made for the presentation of annual reports and the appointment of medical examiners. All employees of the company who apply for membership and conform to the regulations may become members of the association. Any employee in the service on or before September 20th, 1908, may become a member without medical examination and without age limit at any time prior to January 1, 1909. Thereafter a satisfactory medical examination must be passed and approval of his application obtained from the superintendent. Employees over 45 entering the service after September 20th, 1908, may upon passing a satisfactory medical examination and upon approval of their applications become members, except that their death benefit shall be only \$100. Provisions are made respecting temporary lay-offs,

dismissals from the service, re-instate-ments, etc. The workmen's contribu-tion is to be 2 per cent. of his wages, pay-able on the 1st and 15th of each month. The amount of contribution for death benefit alone is 10 cents per month for each \$100 of benefit. The nature of the benefits are explained in detail in the regulations, as is also that of the special benefits which are allowed in case of ser-ious accident. The death benefit, where the death is due to sickness are to be one year's average wages; where the death is from accident the benefit is to be equiva-lent to two years' average wages. No benefits are to be allowed when dis-ability is due to intoxication or to fight-ing unless in self-defence against un-provoked assault.

International Harvester Company's Pension System.

A pension fund has been established by the directors as an evidence of their ap-preciation of the fidelity, efficiency and loyalty of the employees. Its adminis-tration is in charge of a board of five officers or employees of the company ap-pointed annually by the board of direc-tors. The treasurer of the company is ex-officio treasurer of the fund. The board controls payment of pension allow-ances under the rules. Should the aggre-gate pension allowances exceed \$100,000 in any one year, a new rate reducing allow-ances is to be established, unless the board of directors increases the yearly amount usable for pensions. All em-ployees of the company are eligible for pensions, male employees who have reached the age of 65 years and who have been 20 years or more in the service being eligible at their own request to be retired from the service and to receive a pension. Employees who have been 20 or more years in the service must be retired at 70 years, unless the pension board fixes a later date. Persons occupying executive positions are exempt from the maximum

age limit. In the case of female employes retirement may ensue at the age of 50 years at their own request, or at the age of 60 at the discretion of the pension board. The amount of the pension is to be one per cent. of the average annual pay for each year of active service during the ten years next preceding retirement. No pension may exceed \$100 per month or be less than \$18 per month. At the discre-tion of the pension board these allowances may be continued to widows and orphans of a pensioner for a limited period. Pen-sions are not assignable and not trans-ferable and may be forfeited for cases of gross misconduct, or paid to some mem-ber of the pensioner's family. The ac-ceptance of a pension does not debar any retired employee from engaging in any other business not prejudicial to the interests of the company. Neither the establishment of the system nor the granting of a pension is to be held as creating a contract or giving any officer or employee a right to be retained in the service. The company expressly re-serves the right to discharge without liability, other than for salary or wages due and unpaid, any employee whenever the interests of the company may in its judgment so require.

Case of Death Benefit.

A yardman employed at the works of the International Harvester Company, who had been accepted as a member of the benefit association on September 16, met his death 11 days later in the course of his employment. On the day follow-ing the accident proof of the death was forwarded to the head office at Chicago, and three days later a cheque for an amount equal to two years' wages was issued in favour of his widow. This was the first death claim paid by the associa-tion in Canada. It was stated that about 95 per cent. of the employees in Hamilton had become members of the association.

COURSE IN FORESTRY ESTABLISHED IN THE UNIVERSITY OF NEW BRUNSWICK.

THE University of New Brunswick situated at Fredericton, N.B., has this year begun a course in forestry to parallel the courses previously established in civil and electrical engineering. The first two years of the new course embrace very much the same subjects as the corresponding years of the engineering courses. The last two years, however, are to be devoted mainly to instruction in forest subjects alone, including Dendrology, Sylviculture, Forest Mensuration, Forest Technology, Lumbering, Milling, etc.

At the completion of this four year's course the degree of Bachelor of Science in Forestry will be conferred upon successful candidates, and at the completion of three years of subsequent practical

experience the degree of Master of Science in Forestry.

Professor R. B. Miller, M.Sc., M.F., (Yale) is in charge of the department, and is rapidly bringing the course into proper form. The course has an initial enrollment of ten students, which is regarded as very encouraging. Four students are registered as third year students, three as second year and three as first year students. An outline of the course will be given in the University Calendar for 1909.

A pamphlet entitled "Forestry: The New Profession and its Openings for Young Men" has been written by Professor Miller and published by the Forestry Department of the University for distribution.

WESTERN ONTARIO CREAMERIES AND CHEESE FACTORIES.

At a well-attended meeting of creamery and cheese factory proprietors of Western Ontario, held at Guelph, Ont., on December 9th, the following statistics were presented by Mr. Frank Hems, Chief Government Instructor for Western Ontario:

There are 77 creameries in Western Ontario, 4 more than in 1907. Nine of these made both cheese and butter. There were 14,145 patrons who supplied cream in 1908. There were 16,295 cheese factories in 1908 so that the creamery business is fast approaching that of cheese in the number of its patrons. Two thousand, nine hundred and thirty-two tons of butter were made in 1907 as against 3,270 tons in 1908, an increase of 338 tons. The average number of patrons per creamery was 184, the average butter made 45 tons, and the average per patron, 460 lbs. Of the 77 creameries, 68 were cream gathering and

9 both whole milk and cream gathering. Sixty-five used the Babcock test; 12 used the oil test, and 8 the scales for weighing cream for testing. Seventy-two used the combined churn. Six hundred and fifty-two moisture tests were made; the average test was 14.33 per cent. Sixty-one samples found over 16 per cent. of moisture, but these came from 19 creameries, 6 in the north and 13 in the south. The average per cent. of fat in the cream was 22 per cent. The northern creameries showing 20 per cent. and the southern creameries 24 per cent. The instructors made 216 full-day visits, 93 call-visits, and visited 405 patrons. In collecting the cream, 13 creameries use large cans, 22 individual cans, 6 jacketed cans, 15 ordinary milk cans, and 18 only cream tanks. In regard to cold storage facilities Mr. Hems reported 29 creameries in good condition, 18 fair and 13 very poor.

COAL OIL INVESTIGATION BY MANITOBA GOVERNMENT.

OWING to the occurrence in the province of Manitoba of a number of deaths by the use of coal oil in starting fires, culminating in the death of a whole family at Swan Lake, Man., a searching investigation into the circumstances attending certain of the deaths was recently undertaken by the Attorney-General of the province.

Method of Enquiry.

The method in which this investigation was conducted is described in the following extract from a letter signed by the coroner who conducted the inquest on the death of one Mrs. Holmes, at Winnipeg, Man:—

"In reply to yours of the 4th inst., asking for an outline of the action taken in investigating the recent deaths from explosions of coal oil. I beg to say that acting under instructions from your department, I empanelled a jury to inquire into the death of one Mrs. Holmes, and at this inquest I summoned all persons having any knowledge of the recent fatalities from coal oil. A large number of samples of oil were collected by the Provincial Fire Commissioner and these were subjected to analysis by Professor Parker, Professor of Chemistry in Manitoba University. The books of the Collector of Customs at the port of Winnipeg were also examined to secure information as to the importations of oil during the period at which the explosions were frequent. The custom's officials having to do with the examination of the oil were also examined as well as the principal officials of the various oil companies doing business in this province and also many of the employees of these companies. I also had an expert accountant examine the books of the Winnipeg Oil Company to whose establishment the explosive oil had been traced. I also went with the jury and made a personal examination of the premises of this company. In addition to this I examined several in-

dependent gentlemen who had been connected with the oil business and were familiar with the intricacies of the trade. And it was on this evidence that the findings of the jury were based."

Verdict of Coroners' Jury.

Analyses of samples of the coal oil which caused the disaster showed the presence of gasoline or naphtha in quantities which rendered the oil exceedingly dangerous to life. The oil thus adulterated was all traced to the Winnipeg Oil Company, but the inquest showed that no blame could be attached to that company. The verdict in full of the jury which conducted the inquest into the death before mentioned was as follows:—

"That Mrs. Holmes came to her death by burns caused by the explosion of coal oil which contained gasoline and which was supplied by the Winnipeg Oil Company.

"We have no evidence to show that the Winnipeg Oil Company are responsible for the contamination of the said oil. And we find they have done everything in their power to assist in this investigation. And we exonerate them from blame in connection with the death of Mrs. Holmes. We would recommend that the customs officer should in every case personally superintend the taking of samples from tank cars. We also recommend that the government should appoint a permanent inspector whose duty it should be to inspect all illuminating oils sold and also the storage of the same.

"We also recommend that illuminating oils and gasoline be carried in separate tank wagons and that the lids of all tank wagons be locked or secured in such a manner as to prevent adulteration of their contents."

**INSTALLATION OF DRAEGER-RESCUE AND FIRE-FIGHTING APPARATUS IN
DOMINION COAL COMPANY'S MINES-STATION AT GLACE BAY, N.S.—
TEST OF APPARATUS IN FIRE AT SYDNEY MINES.**

DURING the past year the installation was completed at Glace Bay, N.S., by the Dominion Coal Company of Nova Scotia of the first central "rescue" station, equipped with modern oxygen-breathing, fire-fighting apparatus, to be established on the North American continent. The object of the station is to provide the most efficient means known to modern science of combatting fires in coal mines, and preventing thereby the frequent and heavy loss of life among employees and the destruction of property usually entailed in these disasters. The use of stations of the kind erected by the Dominion Coal Company is already well-known in Europe, and the apparatus with which the Glace Bay station is equipped has been frequently proved in the mines of Great Britain, Germany and Austria. The station of the Dominion Coal Company, however, in addition to being as above stated the first attempt to introduce these methods in America, is said to be superior in the extent of its equipment and in the number of its trained men to any station outside of Germany and Austria.

The Department is indebted to Mr. W. F. Gray of the Dominion Coal Company, and to the Canadian Mining Journal for the following matter with respect to the establishment of the Glace Bay Station, the apparatus with which it is equipped, and the use which has already been made of it.

**Rescue Station and Draeger Apparatus
at Glace Bay, N.S.**

The following description of the rescue station of the Dominion Coal Company at Glace Bay, N.S., and of the Draeger apparatus with which it is equipped is taken from an article dealing with the fire-fighting organization and equipment of the company contributed by Mr. Gray to the Canadian Mining Journal of November 15, 1908.

"One of the most interesting features of the company's scheme of fire protec-

tion is the Central Rescue Station, near No. 2 colliery. This is a substantial brick building, with concrete floor, containing four rooms. The main room of the building contains a series of wooden cabinets on which are stored the breathing apparatus, which form the equipment of the station. These are all of the Draeger type, which consists briefly of a helmet, two flasks of compressed oxygen and two potash regenerator cartridges. The mode of operation is shortly as follows:

"The oxygen is contained in the twin cylinders at a pressure of 225 atmospheres. When released by turning the valve it passes out through a reducing valve at a pressure of 1.5 atmospheres through a side tube and into the air space of the helmet, emerging immediately in front of the mouth of the wearer. The helmet connects with two bags lying on the chest, one for the oxygenized air supply and the other for the expired air. These bags serve merely as a reservoir and to equalize the circulation. The expired air passes through a tube on the opposite side of the helmet and is passed through the regenerator cartridges. These consist of tin cylinders containing layers of finely granulated potash or shelve so arranged as to present the greatest possible superficial area of absorbing surface. The potash takes up the carbon di-oxide of the expired breath, and the purified air passes through a cooler, finally joining the main oxygen stream issuing from the cylinder. The process is continuous, and the apparatus is designed to enable the wearer to work for two hours quite independently of the nature of the outside atmosphere.

"The most characteristic part of the Draeger apparatus is the helmet, which is a brass mask covering the entire face and the crown of the head, but leaving the ears free. Inside it has a collapsible rubber lining which may be inflated and deflated in the same manner as the tire of a bicycle. By inflating the pneumatic

lining the helmet can be made to fit exactly into all the crevices and curves of the facial outline, and entirely exclude the outside atmosphere. The front of the helmet consists of a large circular pane of mica which affords unobstructed vision. The entire apparatus fully charged weighs about 38 pounds.

"The station is equipped with 20 apparatus and 15 auxiliary sets are kept at the collieries. The oxygen supply, which is never allowed to fall below 1,000 feet, is kept in the main room in crucible steel cylinders, each holding 100 cubic feet at a pressure of 80 atmospheres. The small cylinders of the apparatus are charged by a refill pump, which compresses the oxygen from 80 atm. to 225 atm., the pressure for which the apparatus is designed. Electric hand lamps, corresponding in number to the apparatus, are kept on hand in the station, already charged for immediate use. The station has a small independent charging arrangement for the lamps, the current being obtained from the colliery wires. In addition to the Dräger apparatus the station has a König Smoke Helmet. This is a leather and mica hood connected by hose with a bellows to pump fresh air to the wearer. The hood has a mouth-piece, and a receiver is held by the man operating the bellows, enabling them to speak to each other. This device is useful for work in foul air at a short distance from fresh air, such as building stoppings.

"The station is connected by telephone, on its own special circuit, with all the collieries, and by means of an extension instrument is connected with the instructor's residence, close by the station. The instructor keeps in constant touch with the central of the coal company's private telephone system.

"Adjoining the station is the practice smoke chamber. This is a rough-wooden shed, consisting of an observation corridor divided from the main building by a partition with glass windows.

"The smoke chamber proper has no windows, and has a fire grate in one corner on which materials are burnt to make a stifling smoke. There are two weight-lifting machines for exercising,

consisting of a rope passing over a pulley attached to a weight of 45 lbs. Men training in the use of the breathing apparatus enter the smoke wearing the appartaus and carrying electric lamps. Each man does a certain amount of work on the exercisers, and they thereby become acquainted with the working of the apparatus, and its effect upon them individually. The instructor is able to gauge the effectiveness of a man, as shown by the number of times he can lift the weight, and his behaviour under the physical strain, and is able also to judge of the suitability of each man for the work. This training and testing process is quite necessary, as not all men are fitted to wear the apparatus or to perform the exhausting work, which in case of emergency they will be called upon to do.

"Among the equipment of the station is a "Dr.Bratt" resuscitator. This is a device for inducing artificial respiration and administering oxygen. It consists of a flash of oxygen connected by the tube with a mask for the mouth and nostrils. By moving a handle to and fro the lungs of an unconscious person may be inflated and deflated as in natural breathing. The device is of special value for reviving men who have been "gassed," particularly those suffering from the carbon-monoxide poisoning which so frequently kills the survivors of a mine explosion. The station has also a similar arrangement mounted on a special stretcher fitted with a deep grooved wheel which can be run along the mine rails, thus facilitating transport. By means of this device, in conjunction with the Dräger apparatus, it will be possible for a party of rescuers to penetrate into deadly gases, to revive the unconscious survivors and carry them to the outer air.

"One end of the Rescue Station is fitted up as an emergency hospital and dressing-room. It contains a wash-basin, spring couch, table and rubber sheet. First aid requisites, blankets and stimulants are kept on hand.

"In addition to the apparatus in the Central Station, auxiliary apparatus are kept at some of the outlying collieries.

These are intended for use by the colliery Rescue Corps, pending the arrival of a detachment from the Central Station, if this should be found necessary.

"The whistle signals at the different collieries, which at one time varied, have now been standardized.

"Each colliery has either two or three Rescue Corps, consisting of men who are resident at the colliery and acquainted with the workings. These men are chosen because of their knowledge of the underground workings, ventilation and position of air roads, pipe lines and connections, but they are first of all passed by the instructor as being suitable. The names of the men composing the corps and the periods for which they are detailed for duty are posted in the Firemen's Hall, near the apparatus. As far as possible the corps are so arranged that the trained men at one colliery shall not all be underground at the same time.

"The instructor makes periodical rounds and exchanges the colliery apparatus for others that he brings from the Central Station. This is done so that the apparatus may always be in good working order."

Other Points of Interest.

In a communication received in the Department from Mr. Gray during December, the following notes with respect to rescue apparatus and its use were added to the above:

"There are other devices on the market, many of them containing excellent points; but for our purpose, after taking everything into consideration, we thought the Dräger Apparatus was the best type.

"Broadly speaking, the main types are compressed oxygen regenerative type, liquid air type, compressed air devices, and the "Pneumatogen" which evolves oxygen from a solid cartridge of sodium potassium-peroxide.

"Primarily, Rescue Apparatus was invented to facilitate the saving of human life after mine explosions, as it is known that many of the victims of these explosions die from the effects of the poisonous after-gases and not from the blast. Their utility in this regard is

fully proved by the fact that over forty lives have already been saved which would otherwise have been lost had these apparatus not been at hand.

"Possibly the most frequent use of these apparatus will be made in combating underground fires, for which purpose they have been successfully and effectively used as follows: In Canada at the Sydney Mines Fire; in the United States, in fires at the Hazel mine, after the recent Marianna explosion in Pittsburg, the Washington mine, and several others; in Germany their use has become so common that the newspapers do not record the occasions.

"The Sydney Mines Company have ordered twelve (12) sets of Dräger Apparatus with the necessary accessories, and the Nova Scotian collieries on the mainland have been considering the erection of a Central Rescue Station for sometime, but up to the present nothing has been done. In England there are at least half a dozen of these joint rescue stations in operation and others are being built. In France, Germany, Spain, Russia, Austria and Belgium their provision is compelled by law."

Demonstration of Value of Oxygen Breathing Apparatus for Fire Fighting at Sydney Mines.

A fire which occurred at Sydney, No. 1 Mine, of the Nova Scotia Steel and Coal Co., on September 9, 1908, afforded an excellent demonstration of the usefulness of oxygen breathing apparatus for underground fire-fighting, being the first important call upon the Dräger equipment of the Dominion Coal Company's Rescue station above described. Both the training of the men and the effectiveness of the apparatus were on that occasion put to the severest test with most gratifying results. As described in an article contributed by Mr. Gray to the Canadian Mining Journal of October 1, 1908, the circumstances under which the fire originated and was extinguished were as follows:

"The fire at Sydney mines originated some time towards the evening of the 9th inst. from a blown out shot. The seat of

the fire was a partly driven room, set in some thirty feet from the back deep, at a point near to the barrier and distant about 2 1-4 miles from the shaft. The water supply was inadequate and subject to interruptions, being carried for the last 500 feet in ordinary firemen's hose, which burst under the head of water. Owing to this the fire gained on the workmen, and involved the back deep and the room opposite to the one where it started. The fumes from the fire prevented a sufficiently close approach to make the hose stream effective in extinguishing the flames, and two men were rendered insensible by the "fire-stink." It was decided to ask the assistance of the Dräger equipment of the Dominion Coal Company to enable the fire to be fought at closer range. A telephone message was received at Glace Bay about 8 p. m. on the 10th, and by 11 p. m. a party of twenty-four was got together. Reaching Sydney at 12 p. m. they were taken by a special tugboat and arrived at Sydney No.1 about 1 a. m. The face was reached about 3 a. m. and by 5 a. m. the fire was attacked. It was found possible to get within 50 feet of the fire in good ventilation, and a base was established at this point. The men attacked the fire in relays of three at a time, while others were detailed to brattice and timber as required. The chief obstacle to the fighting of the fire was a heavy fall at the entrance to the second room into which the fire had spread from its original starting point on the other side of the back deep. It was found necessary to surmount this fall to get the hose on to the fire, and the heat was intense. The men could not endure it for longer than ten minutes, after which they had to retreat. The instructor would then relieve the retiring men of their apparatus and fit out a fresh relay, and so on. After working in this way from 5 a. m. till about 3 p. m. the fire was driven back and confined to the small room where it had originated. When this was done the Glace Bay men withdrew, and a dam was constructed by the workmen of the Nova Scotia Co. across the mouth of this room, and it was slowly flooded through a pipe left in the dam.

"The work performed by the Glace Bay men was done under the most arduous conditions. The stream of water was so feeble owing to the breaks that it was necessary to get quite close to the flames to effect any good, and the interruptions to the water supply sometimes allowed the flames to recover the ground they had lost through the previous exertions of the workers. The heat was very great, and the steam scalded the men, until they obtained the protection of oil-skins. Some idea of the heat may be gathered from the statement of the instructor that the metal parts of the apparatus burnt his hands when taking it from the backs of the retiring relays. All the work of course, was done in an atmosphere that would have been very quickly fatal to any unprotected person. The men worked by the light of electric hand lamps of the Hubbell type. Neither the weight of the lamps nor the apparatus seems to have caused the men particular discomfort. The protection afforded to the face and head by the helmets seems to have been of great value. One of the men wore a mouth-breathing apparatus, as owing to his large physique no helmet had been found large enough to fit him. He suffered from the heat and steam on his face, and could not advance as far as those fitted with helmets, although he is an old fire-fighter. It is evident that for smoke and fire the helmet type is likely to be the most useful one."

The lessons of this fire are summed up as follows:

"1. To be really effective and useful in time of need, oxygen apparatus should be kept on the spot, and should be available for use instantly."

"2. It is absolutely necessary that men be trained in the use of these apparatus in conditions that are as nearly as possible actual conditions, that is, in really unbreathable gases. . . . Untrained men are worse than useless when the emergency comes. No man knows his hidden idiosyncrasy until he makes the test."

3. . . . Relays of fresh men should be ready to take up the work."

"4. An adequate supply of oxygen and cartridges should be at hand."

"A further lesson, which although it may not meet with general approval, cannot be too strongly emphasized, is the national character of rescue work in mines. The conditions which existed at Sydney Mines to occasion the visit of the Glace Bay corps did not fortunately involve any especial danger to human life. But there is a danger that where men have trained and lives are in danger the services of the trained men will be called upon. Willing volunteers will never be wanting when other men's lives are in danger, and it is hard to refuse aid under such circumstances. But what right has anybody to expect volunteers from another district to risk their lives in the unknown workings of a strange colliery at long distances from their base of supplies? Such men are like the mariner in uncharted seas, and could be accused

neither of cowardice nor inhumanity if under such circumstances they refused to endanger their lives. But we know they would not refuse, and therefore the national character of the matter becomes at once apparent."

It will be seen from the above that the action of the Dominion Coal Company in adopting the methods described is of a most important character, not only on account of the large number of employees and the large property interests involved, but on account of the effect which the successful demonstration of the usefulness of the installation may be expected to have on other coal-mining operators on this continent, in leading them to enquire into and test the most efficient and modern means that have been discovered for safe-guarding the many thousands of workmen which they employ and the immensely valuable resources which they are engaged in developing.

THE UNION OF MANITOBA MUNICIPALITIES.

THE Union of Manitoba Municipalities held a convention recently at Brandon, Man., at which delegates from several sections of the province were present.

The existing method of taxation in towns and villages, which has not proved wholly satisfactory was discussed at length. A series of resolutions favouring the increase of the business tax were carried, one providing for a special tax on banks, bankers, doctors, veterinary surgeons, dentists, lawyers, conveyancers, notaries public, architects, insurance agents, real estate agents, loan agents and butchers, such tax to be imposed by way of an increase of the business tax to a rate not exceeding in all double the rate levied on other trades, professions and

occupations in the municipality. A special tax upon each recipient of a salary exceeding \$800 per annum, was also recommended, such tax not to exceed one per cent of the full amount of such annual salary; also, a special tax on persons carrying a stock of goods of more than \$800 in value, in view of the benefits received for police and fire protection, such tax to be imposed by way of an increase of the business tax but not to exceed 10 per cent.

The question of hail insurance also came up for discussion.

Addresses were given by the Hon. G. R. Coldwell, Mr. C. W. Whitehead and others.

Officers were elected.

ANNUAL CONVENTION OF THE NATIONAL CIVIC FEDERATION—NOTABLE DECLARATION BY REPRESENTATIVE CAPITALISTS IN FAVOUR OF PROFIT SHARING.

THE annual convention of the National Civic Federation of the United States was held at the Astor

Hotel, New York, on December 14 and 15. Mr. Seth Low, President of the Federation, was general chairman, and

Messrs. John Mitchell and Samuel Gompers presided respectively over the sessions during the two days' gathering. Many of the most vital social problems of the day were discussed and numerous leading representatives of capital and labour were in attendance and participated in the consideration given to these matters.

One of the most notable incidents of the two days' convention was the strong pronouncement made by Mr. Melville E. Ingalls, Chairman of the Joint Board of the "Big Four" Railway Combination, in favour of the principle of profit sharing as between employer and employed, a system which Mr. Ingalls emphatically declared was bound to come, and would prove a great factor in the solution of the most difficult phases of the labour prob-

lem. This view was endorsed also by Mr. John Hays Hammond, the distinguished Civil Engineer.

Mr. Frederick A. Acland, Deputy Minister of Labour for Canada, who attended the sessions of the convention, was invited to speak on the operation of the Industrial Disputes' Investigation Act and gave a short address discussing the objects of the Act and the various proceedings under its provisions.

At the annual banquet of the Federation held at the Hotel Astor on the evening of December 15, there were 900 guests and the speakers of the evening included Mr. W. H. Taft, President-Elect of the United States, Mr. Andrew Carnegie, Mr. Samuel Gompers and Mr. John Mitchell.

TWENTY-SECOND ANNUAL CONVENTION OF THE INTERNATIONAL ASSOCIATION OF FACTORY INSPECTORS.

THE Department has received the official report of the twenty-second annual convention of the International Association of Factory Inspectors, held at Toronto, June 23-26, 1908.

The report opens with a list of the various papers read at the several annual conventions since 1890. A list is also given, of the officers of departments of labour and factory inspection in the United States and Canada.

Altogether there were 47 delegates and 48 guests present at the convention.

The representatives of the various states and provinces presented reports dealing with new legislation and the administration of their departments during the past year. A number of these reports were of considerable length and contained valuable information on such subjects as child labour, free employment bureaus, female labour, current industrial conditions, etc. The reports for Ontario and Quebec were presented by Mr. J. T. Burke and Mr. Louis Guyon respectively.

Report for Ontario.

Mr. J. T. Burke, Toronto, reported that one of the best introductions since the last

Convention had been the appendix to the Inspectors' Report of last year. This it was believed would be a valuable asset in the hands or pockets of any factory inspector. Experience has proved that there are times when factory inspectors recommend the adoption of a certain guard for a piece of machinery, and the manager or proprietor of the establishment will say: "How are we to do this?" The appendix contains a description of various guards which are practical and will take care of many dangerous machines. Some important amendments to Factory Acts, were also passed this last session, one in particular being the adding of the word "youth." Section 5 of the act regarding canning factories has also been amended. Prior to the introduction of this, there was no restriction placed upon children in canning factories regarding the number of hours of labour, and there was considerable agitation in this country at one time, with the result that a year ago the Legislature appointed a committee to look after the child labour question. These gentlemen gave the matter a great deal of attention. The best authorities were looked up, and many references secured from many of

the factory inspectors in the union and in the Province of Quebec and continental countries. In addition to that, an amendment to the Shops Regulation Act, by striking out the word 10 and substituting the word 12 was made. Uniformity in respect to child labour legislation in every Province of the Dominion and every State in the Union was advocated. The results of factory inspection in Ontario are stated to have been very satisfactory, and conditions, in so far as the safe-guarding of life and limb are concerned, to be as good as those obtaining elsewhere.

Report for Quebec.

Mr. Louis Guyon reported on new legislation in the Province of Quebec, that nothing had been added to the Industrial Establishments' Act.

The very important changes relating to child labour and education introduced in 1907, not having been fairly tested as yet, it was deemed inadvisable to introduce anything new in the act this year.

An increase in the staff of inspectors for Quebec and the district was announced. An Arbitration and Conciliation Board empowered to take up labour disputes has been created in Quebec, and in order to connect the interests of labour with the Inspection Department in a more effective manner, the chief clerk of the board has been given the same powers possessed by factory inspectors.

Another important event has been the official recognition of a project that has been under consideration since 1902, *viz.*, the creation of a new museum of appliances for the prevention of accidents. The government, at the last session, appropriated a substantial amount for the purchase of models of safety devices, and the acquiring of a small hall which will be open and free to all shortly. It had long been felt that more stringent regulations requiring better facilities of exit and better fire protection were needed in convents, schools and public buildings in general. The Province of Quebec, with its enormous number of convents situated in small country towns, poorly equipped to meet fire emergencies, is particularly

exposed; on the other hand, it was felt that the original Public Buildings' Act was too general and not far-reaching enough to cover buildings of all classes.

Again, as all commercial houses employing clerks, and as buildings in which public offices are located, come under the head of Public Buildings, the government decided to remodel the Act and extend the power of the inspectors.

The new law was sanctioned in April, 1908, and under its authority new regulations were adopted. The new Act has many new features, and also contains valuable points that have been embodied in some of the American state laws. The commission named to study liability legislation with a view of placing a compensation law are still taking evidence and gathering facts and figures, and everything points to an early report.

Other Reports.

The Honourable the Minister of Agriculture from Ontario also addressed the convention.

The annual report of the president dealt with the growth of the association since its first meeting held in Philadelphia, at which only four states were represented. The address also discussed the progress of labour legislation with more particular reference to child labour laws and factory inspection. The report of the secretary-treasurer showed total expenditures of \$327.75, and total receipts of \$356.65.

Papers Read.

A list of the various papers read at the Convention, the full text of which is published in the report, is as follows:

"Which is More Important, Factory Inspection or Gathering Statistics?"—By Alfred Shepherd, Iowa.

"Railway Legislation and Inspection with Relation to Employers."—By F. W. Murray, Minnesota.

Address on "The Development, Resources and Manufacture of Ontario."—By C. C. James, Deputy Minister of Agriculture for Ontario.

"The Benefits of Factory Inspection."
—By A. A. Hill, New York.

"Child Labour in Maryland."—By Charles J. Fox, Maryland.

"Summary Procedure in the Enforcement of Factory Laws."—By W. W. Wailing, New York.

"Diplomatic Experiences."—By Mrs. King, Montreal, P. Q.

"Personal Experiences of an Inspector."—By Mrs. Mary Davies, New York.

"The Experience of a Factory Inspector with Child Labour."—By C. V. Baker, Ohio.

"The Educational Effects of Child Labour."—By E. W. Lord, Boston, Mass., N.E. Sec. N.C.L.C.

"The Lights and Shadows of Factory Inspection."—By William Pearson, New York.

"Changes in Factory Operation Which Have a Great Effect upon Accidents."—By J. J. Heelon, Chicago.

"Ventilation in Work-rooms."—By J. H. Quinlan, Connecticut.

"The Small Country Sawmill."—By P. J. Jobin, Quebec.

"Brief Comments on Inspection, Child Labour, Insurance, and Law."—By V. E. Lyman, Connecticut.

"Fire Escapes and Fire Protection."—By M. J. McLeod, Michigan.

"Should the Employment of Females be Restricted in Hazardous and Unhealthful Occupations?"—By Julia C. Corcoran, Connecticut.

"Arbitration."—By John Armstrong, Toronto, Ont.

"The Personal Factor in Connection with the Care and Inspection of Boilers."—By J. W. Rausch, Baltimore, Maryland.

"Care and Management of Boilers."—By A. M. Wickens, Toronto, Ont.

"Ancient and Modern Way for Handling Oil in Factory Buildings."—By Mr. Hance, Toronto, Ont.

Labour Legislation.

The following summary of labour legislation discussed in Ontario and Quebec during the year was presented by the secretary.

QUEBEC.

Legislation pending several amendments to the act respecting Public Buildings introduced by the Hon. Mr. Tacheureau as bill No. 143, entitled an act respecting Public Buildings.

ONTARIO.

Bill No. 86, introduced by the Honorable Nelson Monteith entitled, "An Act to Amend the Factories' Act."

Bill No. 85 introduced by the Honourable Nelson Monteith, entitled, "An Act to Amend the Shops Regulation Act."

An Act Respecting Stationery Engineers. Introduced by Hon. Nelson Monteith and passed April 20th, 1907, to become effective, July 1st, 1908. The time for its operation was subsequently extended to January 1st, 1909.

The provisions of the two bills first named refer principally to the ages and hours when young persons may be employed in factories and shops.

The Engineers' bill is wholly a new act and provides for the qualifications and licensing of stationery engineers regulated by a board of examiners to be appointed by and under the jurisdiction of the Minister of Agriculture.

Officers.

Officers were elected as follows:

President, J. T. BURKE,
1st Vice-President, LOUIS GUYON,
2nd Vice-President, MRS. KING,
3rd Vice-President, J. I. HOLT,
4th Vice-President, J. P. KEENA,
Secretary, THOMAS KEILTY.

The convention will hold its next meeting at Rochester, N. Y.

**OUTBREAK OF FOOT AND MOUTH DISEASE IN THE UNITED STATES—
PRECAUTIONS TAKEN BY THE CANADIAN GOVERNMENT TO
PREVENT INFECTION.**

AN outbreak of foot and mouth disease which occurred in the United States during the month of November, 1908, considerably affected the cattle industry in Canada, causing some serious inconvenience to dealers in connection with the export trade, and some loss of employment among railway employees through the falling off in traffic which ensued.

As soon as the presence of the disease became known to the Canadian government instructions were issued by telegram to the various customs offices, prohibiting the importation into Canada from Pennsylvania, where the disease was first located, of cattle, sheep, swine or goats, including skins, hides and other portions thereof, and placing the onus of proof on the importer that such consignments were not from this state. On November 20, by a similar order the state of New York was added, and, subsequently, on the 23rd, the 25th, and the 28th, of the same month, New Jersey, Michigan, Maryland and Delaware.

An order was also issued on the 28th of November prohibiting the exportation of live stock from Canada to Europe from all ports other than those of St. John, N.B., and Halifax, N.S.

In December, two orders-in-council relating to the cattle disease situation were issued confirming the above. The first prohibits "the importation into Canada of animals, or of flesh, hides, hoofs, horns, or other parts of animals (with the exception of cured meats, lard and tallow), or of hay, straw, fodder or "manure" from Pennsylvania, New York, New Jersey, Michigan, Maryland and Delaware. The prohibition applies to animals that have been in any of these states within two months preceding their offer for entry into Canada. An exception provides that dressed meats, dried hides, etc., may enter when originating outside of these states and not produced from animals grown or slaughtered in them, though shipped through them,

under regulations to be approved by the minister of agriculture. The second order-in-council recited that the United States regulations permit the passage of live stock through areas infected with the foot and mouth disease, and orders that "with a view to preventing the introduction of the disease into Canada by possible indirect contact, infecting wharves and yards at Canadian ports, and also the possibility of the development of the disease en route, which in such event would discredit the last port of departure." All cattle ships leaving United States ports should be forbidden to touch at any Canadian port. The order further provided that no Canadian cattle should hereafter be exported to Europe, except from Canadian ports; that no vessel clearing from a Canadian port with cattle from the United States be permitted to take Canadian cattle on board; and that no vessel which has touched a port in any of the affected states will be allowed for a period of twenty-one days to take cattle from Canada.

On December 11th instructions were issued prohibiting the entry of straw and hay for packing as well as for fodder from the quarantined states.

The Department of Agriculture subsequently modified the regulation prohibiting a vessel from an American port in the States affected by cattle disease calling at a Canadian port. By the alteration a vessel may take on a general cargo of merchandize at an American port, and proceed to a Canadian port for cattle. Thus an Allan line vessel (for example) may take on a general cargo at Portland and proceed to St. John or Halifax and take on cattle. The decision that cattle must not be shipped to Portland over the Grand Trunk, however, will be adhered to.

In view of certain doubts raised as to the interpretation of the recent orders regarding the importation and shipment of cattle, the following question was

submitted to the Customs Department, Ottawa, during December. "Will the Canadian Pacific Railway be allowed to bring Canadian cattle from the West over their line which runs through the State of Maine, to St. John for export?" The answer given was that Canadian cattle may be shipped through the State of Maine to St. John, the department not considering that direct carriage of Canadian cattle through the State of Maine is equivalent to shipment *via* an American port.

The outbreak of the disease has caused, as above stated, a serious inconvenience

to cattle dealers who had booked space from American ports which were subsequently closed. Space out of Canadian ports had been scarce even before the outbreak and it was later found impossible to obtain accommodation. A number of export cattle were accordingly thrown on the local markets with the result that the latter were in places somewhat overburdened. Prices were depressed by these conditions, though the cold weather had a beneficial effect.

It was stated at the close of the month that the disease was being held in check in the United States.

THE CANADA IRON CORPORATION.

THE "Canada Iron Corporation," being a consolidation of various foundries, machine shops, power plants, blast furnaces, etc., in operation at the present time in different parts of the Dominion, was registered as a company in the opening week of December. The transfer to the corporation of existing plants was made for the sum of \$1,597,000, the plants thus transferred including the property of the Canada Car Wheel Works at Montreal, Que.; certain properties at Three Rivers, Que., consisting of foundries, machine shops and other buildings; smelter works at Fort William, St. Thomas and Hamilton, Ont., and at Londonderry, N.S.; blast furnaces at Midland, Ont., at Radnor and Drummondville, Que., and at Londonderry, N.S.; and iron mines at Mayo and Renfrew, Ont., at Radnor and Drummondville, Que., at Bathurst, N.B., and at Annapolis and Londonderry, N.S.

The foundries, shops, etc., concerned

are principally engaged in the manufacture of cast iron pipes and chilled iron car wheels and have large contracts on hand with municipalities and other public bodies for the former and with a number of railway companies for the latter. They have a capacity of from 125,000 to 150,000 tons of castings per annum. The blast furnaces have a combined capacity of about 87,000 tons of pig iron per annum. The mines include some of the largest bodies of iron ore known to exist in Canada.

The effect of the merger will be to bring under a single control in the iron industry the production both of raw material and finished product through the medium of works already established at points throughout Canada.

The corporation has a capital stock of \$8,000,000 in \$100 shares, and its earning capacity is estimated at \$600,000 per annum.

PROTECTION OF RAILWAY CONSTRUCTION EMPLOYEES.—CIRCULAR ON THE HANDLING OF EXPLOSIVES ISSUED BY THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

WITH the intention of educating the workmen employed in connection with the construction of the Transcontinental Railway as to the danger involved in handling explosives and the care that is necessary in order to mini-

mize such risk, copies of the circular quoted below were recently sent out by the Chief Engineer of the Commissioners to the various contractors and sub-contractors engaged in the construction of the road. The circular consists of an ab-

stract from a work on "Rock Excavation" published by M. C. Clark, of New York. The contractors were urgently requested to give as much publicity to the circular as possible among the men in their employment who are engaged in handling explosives. The circular, which is of special interest and value in view of the extensive railway construction operations in progress in Canada at the present time and in view of the large number of fatalities recently reported in connection with the handling of explosives in that employment, is as follows:

"Familiarity breeds contempt for the danger ever present in using dynamite, and the manager of blasting operations must not rely merely upon orders to the men not to do this or that, but must be vigilant to observe whether orders are obeyed or ignored. Instant discharge of an employee should be the punishment for the slightest infraction of rules governing the use of explosives.

"Dynamite can be ignited with a match, and will usually burn up without exploding, provided that there are only a few sticks not confined in any way. This fact has much to do with breeding contempt for the danger attending using.

"When the paper cartridges feel greasy it is due to leakage of nitroglycerine. When a whitish crust, or efflorescence, is found on the outside of a dynamite cartridge it indicates that the dynamite has been stored in a damp place, or that the 'dope' originally contained an excess of moisture. In either case the crust is nitrate of soda, that has dissolved out, and such dynamite is almost certain to leak nitroglycerine. It is unreliable, dangerous to handle, and should be destroyed at once. Greenish stains inside the cartridge indicate that the nitroglycerine is decomposing and is dangerous.

"When frozen it cannot be exploded by the ordinary caps used in blasting; nevertheless in its frozen state it is exceedingly sensitive to friction or to any breaking or cutting of the frozen cartridge. The Annual Report for 1898, of the Inspectors of Explosives of Great Britain, states that in that year there

were eighty-one accidents in thawing dynamite, resulting in killing sixty-eight men and injuring ninety-seven. Accidents from other causes were 194 in number, resulting in the killing of 52 men and the injury of 216. This shows in a striking manner how dangerous a process the thawing of dynamite is. Dynamite should never be thawed by plunging the sticks into warm water. The only methods of thawing dynamite permitted by the Municipal Explosive Commission in New York City are thawing with manure, and thawing in a dry chamber heated by hot water entirely separate from the fire that heats the water.

"The plan of placing a can of hot water in a small thawing magazine is one of the safest methods that can be adopted.

"Dynamite that has been frozen and thawed a number of times often leaks, although before the freezing and thawing it did not leak at all. Hence a few sticks should be frozen and thawed three successive times and then tested for leakiness on brown paper.

"Long continued high temperature will develop leakiness in a poor quality of dynamite. Hence a few samples should be kept at a temperature of 85° to 90° F. for six consecutive days and nights and then tested for leakiness on brown paper.

"In charging: Dynamite should never be rammed, but merely pressed home; and a steel or iron tamping rod should never be used for that purpose. Remember that a drill hole tapers towards the bottom and the cartridges should never be so large as to require forcing to get them to the bottom. A cap should never be crimped onto the fuse with anything but a 'crimper' made for the purpose. When using a battery the final connection should not be made until all the workmen are at a safe distance.

"A miss-fire when an electric battery is used may be due to any one of several causes: (a) A blasting cap may be defective, due to the fact that water has penetrated the cap or to the fact that the platinum bridge in the cap has become unsoldered. (b) Short-circuiting may be caused by a half-hitch taken with the fuse wire around the primer (which is a poor but common practice), which may

have broken the insulation so as to permit the electric current to pass from one wire to the other without passing through the cap; but in this case charges in all other holes of the series will explode. (c) A defective splice in the connecting wires may have broken the circuit. (d) A fuse wire may have been broken in the process of tamping. (e) The battery may be overloaded. This last cause is one of the most common causes of misfiring.

"Never load a battery up to its limit, but have a good margin of surety that it will explode all the caps in the series. Saunders is authority for the statement that a weak battery may explode part of the caps and leave the rest unexploded, due to variations in the resistance of the platinum bridges in the caps. In case of a misfire no one should approach the holes for half an hour if electric firing is used, and not for several hours if fuse firing is used.

"After waiting some time it may be necessary to remove part of the tamping in the hole and put down another primer. This is a dangerous operation at best, and if black powder is used a copper or wooden (never steel) spoon should be used in removing the tamping. In any case never remove the tamping entirely, but leave 3 or 4 inches of the cushion tamping above the charge in place. Then place several sticks of dynamite and a primer on top of the first charge and fire again.

"The New York City rules forbid removing tamping at all, and require that a new hole shall be drilled not closer than 12 inches to the old hole. Whenever an explosion fails to carry away the rock clear

to the bottom of a drill hole, it is forbidden to begin drilling in the bottom of the old drill hole, as part of the former charge may remain unexploded in the bottom of the old hole and explode under the blows of the drill.

"I question whether it is always safe practice to drill a new hole within a few inches of the old hole, hoping to be able to explode the charge in the old hole by a blast in the new hole. A safer practice is to drill the new hole several feet from the old hole and to a depth that will bring the bottom of the new hole on a level with the top of the charge in the old hole. Then upon blasting the new hole the shattered rock around the old hole may be removed, the dynamite exposed, a cap inserted and fired.

"Don't thaw dynamite on stones.

"Don't thaw dynamite in front of a kitchen fire or in an oven.

"Don't thaw dynamite on a shovel.

"Don't thaw dynamite in hot water tawer placed on blacksmith's fire.

"Don't thaw dynamite with a candle.

"Don't rub cartridges in hands to complete thawing.

"Don't leave dynamite in pockets of trousers and hang before a fire to dry.

"Don't thaw dynamite in water over a fire.

"A man laid some sticks of 75 per cent. dynamite upon a flat stone which had previously been heated by placing hot coals upon it. While in the act of picking up a handful of thawed sticks he was blown to atoms. He was using this method, contrary to orders, because he had thawed dynamite all his life that way."

SMOKE NUISANCE ORDER ISSUED BY THE BOARD OF RAILWAY COMMISSIONERS.

UNDER date of November 25th, the following order, to take effect from January 1st, 1909, with reference to the abatement of the smoke nuisance in connection with the operation of locomotives in the province of Ontario, was issued by the Board of Railway Commissioners:

1. Every locomotive steam-engine operated in the Province of Ontario by any railway company subject to the legislative authority of the Parliament of Canada, shall be equipped so as to prevent the unnecessary and unreasonable emission therefrom to the atmosphere of dense or opaque smoke and every such

locomotive steam-engine shall, subject to clauses 2, 3, 4, and 5, while passing through or being operated within any city, town, or village, be so operated as not to permit the unnecessary and unreasonable emission to the atmosphere of dense or opaque smoke.

2. Where it is necessary to clean out the fire box or build a new fire, the necessary and reasonable emission of dense or opaque smoke within any city, town, or village may be permitted for a period not to exceed six minutes in any one hour.

3. The necessary and reasonable emission of dense or opaque smoke from a locomotive steam engine standing at stations or in station yards, in cities, towns, or villages, may be permitted for a period of one minute in any ten minutes of any one hour.

4. This Order shall apply to and be in force only in such cities, towns, and villages in Ontario that have passed or may hereafter pass, by-laws for the control, regulation, or prohibition of dense or opaque smoke from stationary steam-engines, or a by-law or by-laws to the like effect.

5. In the ascent of the Scarboro grade easterly out of Toronto, or the grade east and west out of Hamilton, the necessary and reasonable emission of dense or opaque smoke may be permitted for a period not to exceed ten minutes in any one hour.

6. Every company or person offending against the foregoing regulations, or any of them, shall be subject to a penalty of twenty-five dollars for every such offence.

7. This Order shall take effect on the 1st day of January, A.D. 1909.

In further explanation of the action of the Board in this connection the following statement was given out by the Board:

Re Smoke Regulations:

The regulations that the Board has framed dealing with the unnecessary

emission of dense smoke from locomotive engines are made applicable only to the Province of Ontario for two reasons: The first is that no municipalities outside of that Province have asked for them; the second, and more important one is that, outside of Ontario there are many railways not subject to the jurisdiction of the Board. For instance, in Halifax, the Intercolonial Railway Co., The Halifax & South-western, and The Canadian Pacific Railway Co., use the same stations. The two former are not subject to the jurisdiction of the Board, and it would be manifestly unfair to subject the Canadian Pacific Railway Co., and its employees to penalties for permitting the unnecessary escape of dense smoke in the City of Halifax while side by side with locomotives under the control of employees of these two other railways who would be exempt from the operation of this order.

It will not be considered that the Board has finally determined that regulations of this character are to be withheld from the other provinces, but these will be considered as the occasion may arise.

Many villages and towns, and possibly some cities in Ontario have no municipal by-laws on this subject, and it was thought reasonable that this order should not apply to places where the local council had not taken steps, within its own jurisdiction, to prevent the fouling of the air by stationery engines.

This subject has been found to be a difficult and perplexing one. There is no doubt there has been in the past much unnecessary annoyance and inconvenience caused to the public by the unreasonable discharge of noxious smoke from locomotive engines, and the Board feels that in making this order it has gone as far in the attempt to suppress this nuisance as is fair, without imposing too great expense or hardship on railway companies. If, however, it is found to be not sufficiently effective, the Board will have no hesitation in rescinding its provisions.

TRADE SUGGESTIONS SOLICITED BY DEPARTMENT OF TRADE AND COMMERCE, CANADA.

DURING the month of December, a circular communication was sent out by the Department of Trade and Commerce, Canada, to Canadian manufacturers and exporters asking for suggestions which might tend to the promotion of Canadian trade and add to the usefulness of the Department in this connection. Answers were requested to the three following questions:

(a) What would you advise should be done to increase the export trade of Canada?

(b) What improvement or change do you think desirable in the compilation of the trade statistics published by this Department?

(c) Can you suggest any improvement

in the collection and publication of commercial information received from the Trade Commissioners?

The reasons for any suggestions that might be offered were also requested, together with any general information of interest to the Department and not covered by the above questions. The circular was sent to boards of trade, chambers of commerce, members of the Canadian Manufacturers' Association, newspapers, etc., throughout Canada and has already suggested to many the idea of writing to the Department for information with regard to foreign trade connections. It is hoped that the response will be general and that valuable aid will result to the work of extending Canadian foreign trade.

MUNICIPAL POWER DEVELOPEMENT AT WINNIPEG, MAN.

IN 1906, the city of Winnipeg, Man., obtained an expert report with reference to available hydraulic power sites on the Winnipeg River. Acting on the advice then received, the city determined to proceed to the development of power at a point known as the Thirty Foot Falls, about 75 miles from Winnipeg.

Special designs for the power plant, transmission lines and terminal station were prepared, and during the past two years the construction of 25 miles of tramway was proceeded with. Tenders were called for during December for the rock excavation and for the erection of

concrete and other dams, and of the power house building at Point du Bois where the water power is situated. Tenders were also received for the supply of steel towers and transmission cable and for the erection of transmission line between Point du Bois and Winnipeg. It is anticipated that these works will be rapidly proceeded with and that the city will soon be supplied with its own electric power.

The ultimate capacity of the works will be 60,000 horse power under a head of 45 feet of water, though the installation at present to be made will be for a capacity of only 20,000 horse power.

CO-OPERATIVE FRUIT GROWERS' ASSOCIATIONS IN OPERATION IN CANADA DURING 1908.

THE following is a list, supplied by courtesy of Mr. A. McNeill, Chief of the Fruit Division, of the Department of Agriculture, Canada, of the various Cooperative Fruit Growers' Associations in operation in Canada during 1908, with the name in each case of the manager or secretary.

The Ontario Fruit Co-operative Association included in the list is an association composed of representatives from the different local associations. Its object is to promote the good of the local associations by furnishing them with price lists and other information relating to markets and, generally, to promote

by any means in its power the sale of the fruit by the local associations.

Nova Scotia.

Berwick Fruit Packing Co., Ltd., J. N. Chute, Berwick.
Laurie Fruit Packing Co., Frank Balsor, Spa Springs.
Annapolis Valley Produce Co., S. E. Bancroft, Lawrencetown.

Ontario.

Ont. Co-op. Fruit Growers' Asso., A. B. Cutting, Toronto.
Amabel & Arran Fruit Growers' Asso., Jas. Davidson, Skipness.
East Lambton Fruit Growers' Asso., W. J. Seymour, Arkona.
Brant Packing Asso., F. M. Lewis, Burford.
Burgessville Packing Co., Arthur Frain, Burgessville.
Burlington Fruit Growers' Asso., Clarence Emigh, Burlington.
Canadian Apple Exporters, Ltd., W. H. Dempsey, Trenton.
Chatham Fruit Growers' Asso., W. D. A. Ross, Chatham.
Forest Fruit Growers' & Forwarding Asso., D. Johnson, Forest.
Georgetown Co-operative Asso., F. J. Barber, Georgetown.
Georgian Bay Fruit Growers' Asso., J. G. Mitchell, Thornbury.
Grimsby Fruit Growers, Ltd., A. G. Pettit, Grimsby.
Newcastle Fruit Growers' & Forwarding Asso., W. H. Gibson, Newcastle.
Norfolk Fruit Growers' Asso., Jas. E. Johnson, Simcoe.

Oakville Fruit Growers, Ltd., W. H. MacNeil, Oakville.
Oshawa Fruit Growers, Ltd., Elmer Lick, Oshawa.
Owen Sound Co-op. Fruit Asso., Adam Brown, Owen Sound.
St. Catharines Cold Storage & Forwarding Asso., R. Thompson, St. Catharines.
Mount Nemo Fruit Growers' Asso., Nelson Fruit Growers' Asso., S. S. Smith, Dunnville.
Bruce Fruit Growers' Asso., A. E. Sherrington, Walkerton.

British Columbia.

The Fruit & Produce Exchange of B.C., Jas. Johnstone, Nelson.
Kelowna Farmers' Exchange, B. McDonald, Kelowna.
Summerland Fruit Growers' Exchange, Ltd., C. H. Cordy, Summerland.
Okanagan Produce Asso., S. A. H. Brew, Vernon.
Armstrong Farmers' Exchange, W. A. Petrie, Armstrong.
Hammond Fruit Growers' Union, Ltd., Thos. McKenzie, Hammond.
Mission City Fruit Asso., Ltd., J. A. Catherwood, Mission.
Kootenay Fruit Growers' Asso., Ltd., R. C. Brock, Nelson.
Chilliwack Farmers' Exchange, Chilliwack.
Enderby Fruit & Produce Exchange, C. E. Strickland, Enderby.
Victoria Fruit Growers' Asso., & Exchange, Ltd., Victoria.
Western Fruit Exchange, Mission.

THE GLACE BAY, N. S., CO-OPERATIVE SOCIETY, LIMITED.

THE Glace Bay Co-operative Society, Limited, which was incorporated in 1906, now records a total of about \$120,000 sales per year, and with favourable conditions expects to double this amount of business within the next few years.

A pamphlet containing the Act of Incorporation of 1906, its amendment in 1908, and the by-laws of the society, was recently printed for distribution, a

copy being received at the Department during December. The following is a brief review of the leading features of the by-laws.

By-Laws.

The by-laws of the society are presented in 9 chapters, making a total of 95 sections, as follows:—

Chapter I. Construction of rules. Sections 1 to 41.

Chapter II. Member-ship. Sections 5 to 13.—This chapter deals with eligibility, admission fee, applications, cessation of membership, etc. Each member must hold at least three permanent or transferable shares fully paid up, but no member can hold more than 100 shares. The admission fee is \$1.00.

Chapter III. Capital. Sections 14 to 25.—The share capital is \$30,000 divided into 6,000 shares of \$5.00 each. Shares may be paid by instalment, and all dividends must be applied to pay up shares until all are fully acquitted. Other matters dealt with are, enforcement of debts to society, forfeiture of shares, repayment of credit balances, etc.

Chapter IV. Shares. Sections 26 to 37.—The shares of the society are of two kinds, permanent and withdrawable.

Chapter V. Government and Administration. Sections 38 to 80.—This chapter deals with meetings, procedure, the

committee of management, its appointment and retirement, its powers, etc., the officers of the society and their duties, etc.

Chapter VI. Accounts and returns. Sections 81 to 87.—This chapter deals with the appointment of two auditors, their powers and duties, the inspection of books, papers, etc.

Chapter VII. Profits, primary charges etc. Sections 89 and 90.—Profits are to be applied on interest on bonds and loans, reduction of fixed stock, reduction of preliminary expenses, interest on share capital, reserve fund and social fund, in the order indicated, the remainder of the profits to be divided between the members and non-members, according to the amount of their purchases.

Chapter VIII. Disputes and expulsion of members. Sections 91 to 93.—

Chapter IX. Alterations of rules and by-laws. Sections 94 and 95.

THE CANNING INDUSTRY, ONTARIO.—LIST OF COMPANIES OPERATING DURING 1908.-

THE following list of canning factories in operation in the Province of Ontario during 1908 was furnished to the Department during December by the Chief Factories Inspector of the Province. The list was originally compiled for the guidance of the inspectors; all mentioned in it, with possibly one or two exceptions, were in operation for at least a short time. The statistics with regard to the number of male and female employees engaged by each company were prepared two years ago, and are subject to correction:—

Canning Factories in Ontario.

		Females.	Males.
A. C. Miller & Co.....	Picton.....	140	135
W. Bolter & Sons.....	Picton.....	125	80
A.B.Taylor Canning Co.	Bloomfield	60	30
Farmers' Canning Co...	Bloomfield	75	50
Port Milford Canning Co.....	South Bay.	25	10
The Old Homestead....	Picton.....	175	175
South Bay Canning Co.	Pt. Milford.	40	35
Lakeside Canning Co...	Wellington	20	35
Bloomfield Canning Co..	Hillier.....	60	35
Bloomfield Packing Co..	Bloomfield	100	100
Potter's Canning Co....	Mountain View....		
Wellington Packing Co.	Wellington	75	25

Kent Canning Co.....	Brighton...	80	30
Brighton Canning Co...	Brighton....	90	30
Lakeport Preserving Co	Lakeport...	16	12
Port Hope Canning Co..	Port Hope	45	20
Miller & Co.....	Trenton...	150	100
Oshawa Canning Co....	Oshawa....	45	35
The Napanee Canning Co.....	Napanee...	60	40
Belleville Canning Co..	Belleville..	60	40
Frankfort Canning & Preserving Co.....	Frankfort..		
Strathroy Canning Co...	Strathroy..	70	45
West Lorne Canning Co	West Lorne	60	25
Canadian Cannery' Consolidated Co.....	Strathroy..	3	1
Rock Maple Pickle Factory.....	Guelph....	4	2
Meaford Canning Co....	Meaford...	30	20
Williams & Sons.....	Toronto...	6	3
T. A. Lytle & Co.....	Toronto...	50	25
Caledonia Evaporating & Canning Co.....	Caledonia..		
John Callicott Pickle Mfg.....	Toronto...		
John Dodson.....	Hamilton.		
Essex Canning & Preserving Co.....	Toronto...		
Aylmer Canning Co....	Aylmer....	75	35
Delhi Canning Co.....	Delhi.....	100	100
F. R. Lalor Canning Co	Dunnville..	60	25
Grimsby Canning Co...	Grimsby...	100	40
Aylmer Canning Co....	Hamilton..	75	40
Simcoe Canning Co....	Hamilton...	80	40
Imperial Canning Co...	Kingsville..	45	30
Delhi Canning Co.....	Niagara-on-the-Lake..	70	40
Simcoe Canning Co.....	Simcoe....	200	200
Simcoe Canning Co....	St. Catharines....	100	50

Canning Factories in Ontario.—*Con.*

		Females	Males				
Ontario Pure Food Co..	St. Catharines.....	150	50	Wagstaff Canning Co....	Hamilton...		
Kent Canning Co.....	Sandwich...	75	40	Thamesville Canning Co	Thamesville....	20	20
Kent Canning Co.....	Chatham...	55	40	Essex Canning Co.....	Essex.....	70	30
Lowery Bros.....	St. Davids...	125	45	St. Thomas Canning Co.	St. Thomas...	55	40
Bowlby Bros.....	Waterford...	50	15	Leamington Canning Co	Leamington....	70	30
L. M. Schenek & Co....	St. Catharines.....	100	30	Tilbury Canning Co....	Tilbury....	70	20
Dunnville Canning Co..	Dunnville...	75	50	London Canning Co....	London.....		
Canada Preserving Co..	Hamilton...	2	5		East.....	65	20
Standard Canning Co..	Hamilton...	10	20	Dresden Canning Co....	Dresden...	60	20
Ushers' Canning Co....	St. Davids...	75	25	Belle River Canning Co.	Belle River...	40	17
Silver Lake Canning Co.	St. Davids...	18	7	Amherstburg Canning Co.....	Amherstburg....	40	20
Flynn Bros.....	St. Catharines.....	80	35	The Newberry Canning & Preserving Co....	Newbury...	20	30
John Goodwillie.....	Welland...	30	3	Exeter Canning Co....	Exeter....		
Tecumseh Canning Co..	Tecumseh...	40	35	Owen Sound (closed)...			
Upton Co.....	Hamilton...	6	10	Ingersoll Canning & Preserving Co.....	Ingersoll...		
Burlington Canning Co.	Burlington...	120	30	The Modern Canner Co..	St. Jacobs...		
E. D. Smith.....	Winona....	150	50	John G. Morris.....	Hamilton...		
Heintz Pickle Co.....	Burlington...	10	10	Sanitary Canning Co..	Niagara Falls...		
G. H. Wethey.....	St. Catharines...	30	15	Isaac Usher.....	Queenston...		
Fraser Canning Co....	Wallaceburg...	40	20	J. C. Wilson & Co.....	Glenora....		
E. D. Smith.....	Beamsville....	90	35	R. D. Ellsworth.....	Hamilton...		
Alvinston Canning Co..	Alvinston...	20	60	Dunmore Canning Co..	St. Catharines.....		

PROTECTION OF RAILWAY EMPLOYEES—IMPORTANT ORDER OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

UNDER date of December 16, 1908, an important order was issued by the Board of Railway Commissioners for Canada, looking to the better protection of railway hands employed by companies subject to the jurisdiction of the Board. The matter has been under consideration for some time past, a memorial having been presented to the Board by the Trainmen's Association of Canada. The text of the order is as follows:

“Upon the report of the Operating Officials of the Board; and upon hearing the representatives of the railway companies and of the employees; and in pursuance of the powers conferred upon it by Sections 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf.

IT IS ORDERED THAT:

1. No freight train, except work or construction trains of fifteen cars or less, now in service, shall be made up or allowed to proceed upon its journey unless at least three-quarters of the cars com-

posing such train have air brakes in good working order.

2. The number of cars that may be drawn in freight trains shall be left entirely to the judgment of the operating officials of such railway companies; in all cases, however, in which it may be found necessary to double-head, the leading engine shall control the train.

3. Every road locomotive engine shall be equipped with a step or steps and hand-holds on both sides of and at or near the rear ends of tenders; foot-rests shall be provided on the pilots of every such engine, sufficiently wide for a man to stand on; every switching or yard engine shall be equipped with foot-boards and head-lights on the front and rear ends of the engine and tender, such foot-boards to be not less than ten inches wide; the back of such foot-boards shall be protected by a board not less than four inches high, and if cut in the centre, the inner ends shall be protected in like manner; and foot-boards and headlights shall be placed on the rear end of the

tender of every road locomotive engine used for switching services, except in cases of emergency; in no case, however, shall any engine be continuously used for switching purposes for more than twenty-four hours without such equipment.

4. The number that shall comprise the switching engine crews shall be left entirely to the judgment of the operating officials; on *main lines* light engines shall not be run a distance greater than twenty-five miles in any one direction without a conductor, in addition to the engineer and the fireman; and on *branch lines*, the operating officials shall determine the necessity of requiring conductors on light engines.'

5. Every locomotive engineer of such companies must have, at least, one year's continuous experience as a fireman, pass a satisfactory examination in regard to the proper care of locomotive engines, the handling of air brakes, and train rules and regulations, be at least twenty-one years of age, and undergo an eye and ear test by a competent examiner before being eligible for appointment as such engineer. Except in cases of emergency, every conductor of such companies must have at least one year's experience as brakeman or conductor and be at least twenty-one years of age before being eligible for appointment as such.

6. The telegraph operators of such companies required to handle train orders, shall be at least eighteen years of age, able to write a legible hand, to send and receive messages at the rate of not less than twenty words a minute, and be thoroughly familiar with and required to

pass an examination upon train rules before a competent examiner.

7. Every employee of such railway companies engaged in operating trains shall, before undertaking such duties, be required to undergo a colour test by a competent examiner.

8. All railway companies shall strictly conform to the rules and regulations, from time to time approved by the Master Car Builders' Association, governing the loading of lumber, logs, and stone on open cars, and the loading and carrying of structural material, plates, rails, and girders. No material of any kind shall be carried upon the roofs of cars.

9. All open drains crossing tracks in the yards of such companies shall be covered for five feet on each side of the rails, except in times of flood when temporary open drains may be provided; semaphore and signal wires, when they cross under tracks, shall be carried in pipes or boxes; new buildings and semaphores and poles erected shall be placed not less than six feet from the rail of the main track; water stand supply pipes shall be fastened parallel with the main line; and enginemen shall be required to see that this is done after using such pipes.

10. Every person or company offending against any of the foregoing provisions shall forfeit and pay the sum of \$50.00 for every such offence.

(Sgd.) J. P. MABEE,

Chief Commissioner,

Board of Railway Commissioners for Canada.

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada.

THE following table gives a detailed return of immigrant arrivals during the first eight months of the present fiscal year:—

TOTAL IMMIGRATION TO CANADA FROM APRIL TO NOVEMBER, 1908.

	1907				1908			
	Males.	Females	Children	Totals.	Males.	Females	Children	Totals.
APRIL.								
Via ocean ports.....	24,972	5,052	4,414	34,438	13,637	3,809	3,223	20,669
From United States.....	5,131	2,103	2,379	9,613	5,678	1,531	1,877	9,086
Totals.....	30,103	7,155	6,793	44,051	19,315	5,340	5,100	29,755
MAY:								
Via ocean ports.....	24,744	7,153	6,858	38,755	9,245	4,208	3,692	17,145
From United States.....	3,749	1,522	1,651	6,922	3,922	1,209	1,307	6,438
Totals.....	28,493	8,675	8,509	45,677	13,167	5,417	4,999	23,583
JUNE:								
Via ocean ports.....	18,107	7,171	7,041	32,319	4,924	3,392	2,436	10,752
From United States.....	2,806	1,279	1,239	5,324	2,877	1,047	961	4,885
Totals.....	20,913	8,450	8,280	37,643	7,801	4,439	3,397	15,637
JULY:								
Via ocean ports.....	11,841	4,695	4,410	20,946	2,927	2,188	1,736	6,851
From United States.....	2,760	1,455	1,180	5,395	2,685	1,004	792	4,481
Totals.....	14,601	6,150	5,590	26,341	5,612	3,192	2,528	11,332
AUGUST:								
Via ocean ports.....	8,584	4,431	3,921	16,936	2,035	1,858	1,505	5,398
From United States.....	2,160	1,077	839	4,076	3,027	907	750	4,684
Totals.....	10,744	5,508	4,760	21,012	5,062	2,765	2,255	10,082
SEPTEMBER:								
Via ocean ports.....	8,085	4,055	3,064	15,204	2,407	1,858	1,143	5,408
From United States.....	1,954	1,019	880	3,853	2,984	976	729	4,689
Totals.....	10,039	5,074	3,944	19,057	5,391	2,834	1,872	10,097
OCTOBER:								
Via ocean ports.....	6,939	3,640	3,018	13,597	1,666	1,610	1,228	4,504
From United States.....	2,435	1,139	1,072	4,646	2,582	1,030	973	4,585
Totals.....	9,374	4,779	4,090	18,243	4,248	2,640	2,201	9,089
NOVEMBER:								
Via ocean ports.....	5,376	2,632	2,101	10,109	1,214	1,035	753	3,002
From United States.....	2,140	951	1,065	4,156	2,149	890	994	4,033
Totals.....	7,516	3,583	3,166	14,265	3,363	1,925	1,747	7,035
Grand totals.....	131,783	49,374	45,132	226,289	63,959	28,552	24,099	116,610

DECREASE OR INCREASE.								Percentage of Decrease, Increase.	
Decrease. Males.	Increase. Males.	Decrease. Females.	Increase. Females.	Decrease. Children.	Increase. Children.	Decrease. Totals.	Increase. Totals.	Decrease	Increase
11,335	547	1,243 572		1,191 502		13,769 527		40 5	
10,788		1,815		1,693		14,296		32	
15,499	173	2,945 313		3,166 344		21,610 484		56 7	
15,326		3,258		3,510		22,094		48	
13,183	71	3,779 232		4,605 278		21,567 439		67 8	
13,112		4,011		4,883		22,006		58	
8,914 75		2,507 451		2,674 388		14,095 914		67 17	
8,989		2,958		3,062		15,009		57	
6,549	867	2,573 170		2,416 89		11,538	608	68	15
5,682		2,743		2,505		10,930		52	
5,678	1,030	2,197 43		1,921 151		9,796	836	64	22
4,648		2,240		2,072		8,960		47	
5,273	147	2,030 109		1,790 99		9,093 61		67 1	
5,126		2,139		1,889		9,154		50	
4,162	9	1,597 61		1,348 71		7,107 123		70 3	
4,153		1,658		1,419		7,230		51	
67,824		20,822		21,033		109,679		48	

British Emigration Returns.

During the month ended October 31, 1908, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING OCTOBER, 1908-1907.

Nationality.	1908.	1907.
English.....	3,854	8,203
Welsh.....	57	*
Scotch.....	1,204	1,758
Irish.....	268	466
British Colonial.....	231	*
Total of British origin.....	5,614	10,427
Foreign.....	1,168	4,648
Total.....	6,782	15,075

During the month ended November 30, 1908, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING NOVEMBER, 1908-07.

Nationality.	1908.	1907.
English.....	1,544	3,288
Welsh.....	12	*
Scotch.....	368	635
Irish.....	86	254
British Colonial.....	27	*
Total of British origin.....	2,037	4,177
Foreign.....	685	3,023
Total.....	2,722	7,200

During the eleven months ending November 30, 1908, the number of passengers leaving the United Kingdom, as above mentioned, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING JANUARY-NOVEMBER, 1908-07.

Nationality.	1908.	1907.
English.....	55,632	109,122
Welsh.....	1,303	*
Scotch.....	16,334	33,181
Irish.....	4,058	7,441
British Colonial.....	2,708	*
Total of British origin.....	80,035	149,744
Foreign.....	13,279	33,264
Total.....	93,314	183,008

Homestead Entries During October, 1908.

The following statement shows the number of homestead entries made in October, 1908, compared with October, 1907:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF OCTOBER, 1908, COMPARED WITH OCTOBER, 1907.

Agency.	1908	1907	Increase	Decrease
Battleford.....	342	347	.....	5
Brandon.....	47	9	38	
Calgary.....	390	78	312	
Dauphin.....	302	49	253	
Edmonton.....	495	328	167	
Estevan.....	105	41	64	
Humboldt.....	285	170	115	
Kamloops.....	25	19	6	
Lethbridge.....	549	167	382	
Moose Jaw.....	1,428	398	1,030	
New Westminster.....	2	3	.....	1
Prince Albert.....	210	116	94	
Regina.....	271	145	126	
Red Deer.....	180	182	.....	2
Winnipeg.....	326	76	250	
Yorkton.....	264	124	140	
Total.....	5,221	2,252	2,977	8

It will be seen that there has been an increase in the number of homestead entries made in October, 1908, of 2,969.

A statement of the homestead entries made during the first ten months of the calendar year 1908, compared with the corresponding period of the calendar year 1907, is as follows:—

*Not separately distinguished in 1907.

STATEMENT OF HOMESTEAD ENTRIES JANUARY-OCTOBER, 1908-07.

Month.	1908	1907	In-crease	De-crease
January.....	1,453	1,111	342	
February.....	1,420	1,033	387	
March.....	1,869	1,589	280	
April.....	2,987	2,594	393	
May.....	2,773	3,253		480
June.....	3,247	4,574		1,327
July.....	2,815	3,690		875
August.....	1,859	2,814		955
September.....	7,934	2,395	5,539	
October.....	5,221	2,252	2,969	
Total.....	31,578	25,305	9,910	3,637

It will be observed that there has been a net increase of 6,273 in the number of homestead entries during the first ten months of 1908, as compared with the same months of 1907.

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, during the month of October, 1908, were as follows:—

NATIONALITIES OF HOMESTEADERS OCTOBER, 1908.

Nationalities.	No. of Entries.
Canadians from Ontario.....	493
" Quebec.....	82
" Nova Scotia.....	17
" New Brunswick.....	9
" Prince Edward Island.....	10
" Manitoba.....	179
" Saskatchewan.....	405
" Alberta.....	136
" British Columbia.....	14
Persons who had previous entry.....	434
Newfoundlanders.....	
Canadians returned from the United States....	99
Americans.....	1,485
English.....	726
Scotch.....	162
Irish.....	64
French.....	55
Belgians.....	11
Swiss.....	7
Italians.....	4
Roumanians.....	7
Syrians.....	6
Germans.....	62
Austro-Hungarians.....	381
Hollanders.....	7
Danes (other than Icelanders).....	13
Icelanders.....	53
Swedes.....	83
Norwegians.....	99
Russians (other than Mennonites and Doukhobors).....	111

Mennonites.....	
Doukhobors.....	
Chinese.....	3
Japanese.....	1
Persians.....	
Australians.....	2
New Zealanders.....	
Spaniards.....	1
Total.....	5,221

Representing 12,131 souls.

Of a total of 1,584 entries made in October, 1908, by persons coming from the United States, there were 746 from North Dakota, 252 from Minnesota, 74 from Wisconsin, 70 from Washington, 53 from South Dakota, 50 from Michigan, 46 from Iowa, 42 each from Montana and Illinois, 23 from New York and 21 from Idaho.

Lands Patented in October, 1908.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, issued by the Department of the Interior during October, 1908, is as follows:—

LAND PATENTED DURING OCTOBER, 1908.

Nature of Grant.	October, 1908.	
	No. of Patents.	No. of Acres.
British Columbia homesteads....	7	864.10
British Columbia sales.....	2	200.00
Coal lands sales (2 patents, 631-48 acres, under rights).....	4	831.02
Commutation grants.....	1	51.10
Homesteads.....	2,042	324,118.65
Hudson's Bay Co.....	4	1,120.00
License of occupation.....		
Manitoba Act grants.....	1	94.36
Mineral rights (1,476.28 acres)....	11	
Mining lands sales.....		
North West half-breed grants....	14	1,997.40
Parish sales.....	1	169.00
Quit Claim, special grants.....		
Railways:		
Canadian Northern Ry.....	1	9.02
Canadian Pacific Ry. grants....	4	66.75
Can. Pac. Ry. roadbed and station grounds.....		
Grand Trunk Pac. Ry.....	3	647.87
Manitoba and Northwestern Railway.....		
Sales.....	88	14,792.99
School lands sales.....	10	613.195
Special grants.....	12	150.49
Yukon Territory sales.....	5	158.27
Yukon Territory specials.....		
Totals.....	2,210	345,884.215

In October, 1907, the number of patents issued was 1,306, covering an area of 205,706 acres, showing an increase for the month of October, 1908, of 904 in the number of patents issued and of 140,177,355 acres in the area patented.

Land Sales.

The following is a statement of the farm land sales made by the Canada Northwest Land Company, Limited, during the month of November, 1908, compared with the sales of November, 1907, and for the year 1908 to November 30, compared with the corresponding periods of 1907:—

LAND SALES OF CANADA NORTHWEST LAND COMPANY.

	Acres.	Price obtained.
November, 1908.....	184.47	\$ 1,922.41
November, 1907.....	327.52	3,598.22
Decrease, 1908.....	143.05	\$ 1,679.81
From Jan. 1 to Nov. 30, 1908	8,250.01	\$ 91,678.43
From Jan. 1 to Nov. 30, 1907	15,147.02	173,047.28
Decrease, 1908.....	6,897.01	\$ 81,369.28

Notes.

During the month of March, 1908, Mr. James Barnes of Buctouche, N. B., was appointed immigration and colonization agent by the government of New Brunswick. It was the intention of the government in making the appointment that information should be collected with regard to the vacant farms of the province, including their location, proximity to churches, schools, railways, steamboats, markets, price conditions, etc. After inspecting each lot the agent was instructed to proceed to England and to endeavour to find purchasers for these lands, care being taken that the intending purchaser was given complete information with respect to the property concerned. Many of the farms in question are in good condition, but have been vacated through the disinclination of the young men to remain at home and their preference for lumbering, railroading and other employments.

FAIR WAGES SCHEDULE IN GOVERNMENT CONTRACTS AWARDED DURING THE MONTH OF DECEMBER, 1908.

The following is a list of contracts awarded by the Department of Public Works, the Department of Railways and Canals and the Department of Marine and Fisheries, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

POSTAL STATION, POINTE ST. CHARLES, QUE.

POSTAL station "D" Pointe St. Charles, Que., names of contractors, Morssen & Co., Montreal, Que. date of contract, December 2, 1908; amount of contract, \$31,600.00.

Stonecutters.....	.40	"	8	"
Plumbers and steamfitters..	.32	"	9	"
Painters.....	.25	"	9	"
Builders' labourers.....	.22½	"	9	"
Common labourers.....	.17½	"	9	"
Electricians.....	.28	"	9	"
Sheet metal workers.....	.27½	"	9	"
Driver, one horse and cart..	2.50	per dy.,	9 hrs.	per day.
Driver, 2 horses and wagon.	4.00	per dy.,	9 hrs.	per day.

POST OFFICE BUILDING, PARKHILL, ONT.

Post office building at Parkhill, Ont., names of contractors Leslie & McNeil, St. Mary's Ont., date of contract, December 7, 1908; amount of contract, \$13,504.00.

Trade or Class of Labour.	Rate of Wages, Not less than:
Carpenters (rough).....	\$.27½ per hr., 9 hrs. p'r day
Joiners.....	.30 " 9 "
Plasterers.....	.40 " 9 "
Bricklayers.....	.45 " 9 "
Masons.....	.40 " 9 "

Trade or Class of Labour.	Rate of Wages, Not less than:
Stonecutters.....	\$3.00 per day of 10 hours.
Bricklayers.....	2.50 " 10 "
Masons.....	2.50 " 10 "
Carpenters.....	1.75 " 10 "
Joiners.....	1.75 " 10 "
Stairbuilders.....	2.00 " 10 "
Plasterers.....	2.50 " 10 "

Lathers.....	3 cts. per yard.
Painters and glaziers.....	\$1.75 per day of 10 hours.
Plumbers.....	2.00 " 10 "
Steamfitters.....	2.00 " 10 "
Tinsmiths.....	2.00 " 10 "
Metal roofers.....	2.00 " 10 "
Electrical workers.....	2.00 " 10 "
Builders' labourers.....	1.50 " 10 "
Ordinary labourers.....	1.50 " 10 "
Driver, with horse and cart.....	2.50 " 10 "
Driver, 2 horses and wagon.....	3.50 " 10 "

POST OFFICE BUILDING, LEAMINGTON, ONT.

Post office building at Leamington, Ont; names of contractors, Leslie & McNeil, St. Mary's Ont; date of contract, December 7, 1908; amount of contract, \$15,230.00.

Trade or Class of Labour.	Rate of Wages, Not less than:
Stonecutters.....	\$3.50 per day of 10 hours.
Bricklayers.....	3.50 " 10 "
Masons.....	3.50 " 10 "
Carpenters.....	2.00 " 10 "
Joiners.....	2.25 " 10 "
Stairbuilders.....	2.50 " 10 "
Plasterers.....	3.50 " 10 "
Lathers.....	0.03 per yard.
Painters and glaziers.....	2.00 per day of 10 "
Plumbers.....	2.50 " 10 "
Steamfitters.....	2.50 " 10 "
Tinsmiths.....	2.00 " 10 "
Metal roofers.....	2.00 " 10 "
Electrical workers.....	2.50 " 10 "
Builders' labourers.....	1.75 " 10 "
Ordinary labourers.....	1.50 " 10 "
Driver, 1 horse and cart.....	3.00 " 10 "
Driver, 2 horses and wagon.....	4.00 " 10 "

WHARF, VERNON RIVER, P. E. I.

Public Wharf, Vernon River, P.E.I.; names of contractors, A. Compton & W. Compton, Flat River, P. E. I.; date of contract, December 7, 1908; amount of contract, \$7,300.00.

Trade or Class of Labour.	Rate of Wages, Not less than:
Contractors' foreman carpenter.....	\$2.50 per day of 10 hours.
Carpenters.....	1.75 " 10 "
Blacksmiths.....	2.00 " 10 "
Blacksmiths' helpers.....	1.50 " 10 "
Ordinary labourers.....	1.25 " 10 "
Driver, 1 horse and cart.....	2.50 " 10 "
Driver, 2 horses and wagon.....	3.50 " 10 "

PUBLIC BUILDING, PLESSISVILLE, QUE.

Public building at Plessisville, Que.; names of contractors, Paquet & Godbout, St. Hyacinthe, Que.; date of contract, December 11, 1908; amount of contract, \$14,000.00.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Carpenters.....	\$1.75
Joiners.....	2.00
Bricklayers.....	3.50
Masons.....	3.00
Stonecutters.....	3.50
Painters.....	2.00
Plumbers and steamfitters.....	2.00
Sheet metal workers.....	2.00
Plasterers.....	3.00
Labourers.....	1.50
Driver, 1 horse and cart.....	2.25
Driver, 2 horses and wagon.....	4.00

WHARF, CAP ST. IGNACE, QUE.

Wharf at Cap St. Ignace, Que., names of contractors, Cloutier and Gaudreau, l'Islet, Que; date of contract, December 15, 1908; amount of contract, \$14,913.00.

Trade or Class of Labour.	Rate of Wages, Per day of ten hours, Not less than:
Foreman carpenter.....	\$2.25
Carpenters.....	1.75
Blacksmiths.....	2.00
Blacksmiths' helpers.....	1.50
Ordinary labourers.....	1.25
Driver, one horse and cart.....	2.00
Driver, 2 horses and wagon.....	3.00

EXTENSION TO WHARF, CHEVERIE, N. S.

Extension to wharf at Cheverie, N.S.; name of contractor H. Mac. A. Loney, Parrsboro, N.S.; date of contract, December 16, 1908; amount of contract, \$4,295.00.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Foreman carpenter.....	\$2.50
Carpenters.....	1.75
Blacksmiths.....	2.00
Blacksmiths' helpers.....	1.50
Labourers.....	1.35
Driver, 1 horse and cart.....	2.00
Driver, 2 horses and wagon.....	3.00

EXTENSION BLOCK TO HEAD OF PIER, RIVIERE BLANCHE,
QUE.

Extension block to head of pier, Rivière Blanche, Que; name of contractor, P. A. Parent, Rivière Blanche, Que.; date of contract, December 18, 1908; amount of contract, \$6,300.00.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Foreman carpenter.....	\$2.25
Carpenters.....	1.75
Blacksmiths.....	2.00
Blacksmiths' helpers.....	1.50
Labourers.....	1.25
Driver, 1 horse and cart....	2.00
Driver, 2 horses and wagon.	3.00

EXTENSION TO WHARF, HARVEY BANK, N. B.

Extension to Dow's wharf, Harvey Bank, N.B.; name of contractor, O. & W. Downey, Curryville, N.B.; date of contract, December 21, 1908; amount of contract, \$3,949.00.

Trade or Class of Labour.	Rate of wages, Per day of 10 hours, Not less than:
Foreman carpenter.....	\$2.25
Carpenters.....	1.75
Blacksmiths.....	2.00
Blacksmiths' helpers.....	1.35
Ordinary labourers.....	1.50
Driver, one horse and cart..	2.25
Driver, 2 horses and wagon.	3.50

EXTENSION TO WHARF, STURGEON, P. E. I.

Extension to wharf, Sturgeon, P. E. I.; name of contractor, Neil Campbell, Sturgeon, P. E. I.; date of contract, December 21, 1908; amount of contract, \$4,100.00.

Trade or Class of Labour.	Rate of Wages, Per day of ten hours, Not less than:
Foreman carpenter.....	\$2.25
Carpenters.....	1.75
Blacksmiths.....	2.00
Blacksmiths' helpers.....	1.50
Ordinary labourers.....	1.25
Driver, one horse and cart..	2.50
Driver, 2 horses and wagon.	3.50

WHARF, WHITEHEAD, GRAND MANAN, N. B.

Wharf, Whitehead, Grand Manan, N. B.; names of contractors, Gaskill & Foster, Grand Manan, N. B., date of contract, December 23, 1908; amount of contract, \$4,850.00.

Trade or Class of Labour.	Rate of Wages, Per day of ten hours, Not less than:
Foreman carpenter.....	\$2.50
Carpenters.....	2.00
Blacksmiths.....	2.00
Blacksmiths' helpers.....	1.35
Ordinary labourers.....	1.50
Driver, one horse and cart..	3.00
Driver, 2 horses and wagon.	4.00

EXTENSION TO PIER, QUACO, N. B.

Extension to East Pier, Quaco, N. B.; names of contractors, J. Burns & T. P. Charleson, Ottawa, Ont; date of contract, December 28, 1908; amount of contract, \$32,900.00.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Foreman carpenter.....	\$2.25
Carpenters.....	1.75
Blacksmiths.....	2.00
Blacksmiths' helpers.....	1.50
Ordinary labourers.....	1.25
Driver, one horse and cart..	2.00
Driver, 2 horses and wagon.	3.00

Department of Railways and Canals.

CAR REPAIR SHOP, CHAUDIERE JCT., QUE.

Erection of car repair shop at Chaudière Jct., Que., I. C. Ry. Date of contract, December 22, 1908. Amount of contract \$8,350.00. Contractor, Joseph Gosselin, of Lévis, Que.

Trade or Class of Labour.	Rate of Wages, Per day of ten hours, Not less than:
Foreman.....	\$2.25
Carpenters.....	1.75
Painters and glaziers.....	1.75
Pipe layers.....	2.00
Roofers.....	1.75
Builders' labourers.....	1.50
Common labourers.....	1.25
Timekeepers.....	1.50
Driver, 1 horse and cart....	2.00
Driver, 2 horses and wagon.	3.00

SMOKE STACK, ST. JOHN, N. B.

Erection of an iron smoke stack on engine house at St. John, N. B., I. C. Ry. Date of contract, December 24, 1908. Amount of contract, \$118.75. Contractors Saint John Iron works, Ltd., of St. John, N. B.

Trade or Class of Labour.	Rate of Wages, Per day of 9 hours, Not less than:
Iron Workers.....	\$2.25
Painters.....	2.50
Riveters.....	2.25
Erectors.....	2.25

STEAM HEATING PLANT, HALIFAX. N. S.

Erection of steam heating plant in freight car repair shop, planing mill, stores and office building and oil house at Halifax, N. S., I. C. Ry. Date of contract, December 22, 1908. Amount of contract, \$8,600.00.. Contractor, Emil A. Wallberg, of Montreal, Que.

Trade or Class of Labour.	Rate of Wages, Not less than:
Mechanical engineer.....	No special rate.
Steamfitters.....	\$2.25 per day of 9 hours.
Steamfitters' helpers*.....	(See foot note.)
Plumbers.....	\$2.25 per day of 9 hours.
Plumbers' helpers*.....	(See foot note.)
Blacksmiths.....	\$2.00 per day of 9 hours.
Blacksmiths' helpers.....	1.50 per day of 9 hours.
Masons.....	3.60 per day of 9 hours.
Masons' helpers*.....	(See foot note.)
Carpenters.....	\$2.25 per day of 9 hours.
Painters.....	2.25 per day of 9 hours.
Common labourers.....	1.50 per day of 10 hours.
Builders' labourers.....	1.75 per day of 9 hours.

RAILWAY STATION, MCKENZIE, QUE.

Erection of a combined station dwelling and platform at McKenzie, Que., I. C. Ry. Date of contract, December 19, 1908. Amount of contract, \$2,460.00 Contractor, Auguste C. Lavoie, of Trois Pistoles, Que.

*This class of men are designated as builders' labourers.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Bricklayers.....	\$3.50
Ordinary labourers.....	1.25
Plumbers.....	2.50
Timekeeper.....	1.50
Masons.....	3.00
Builders' labourers.....	1.50
Carpenters.....	2.00
Concrete men.....	1.50
Roofers.....	2.00
Painters.....	2.00
Driver, 1 horse and cart.....	2.00
Driver, 2 horses and wagon.....	3.00

HEATING SYSTEM, CAMPBELLTON, N. B.

Installation of a heating system in superintendent's dwelling at Campbellton, N. B., I. C. Ry. Date of contract December 22, 1908. Amount of contract \$798.00. Contractor, Frank Wilson, of Truro, N. S.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Masons.....	\$2.50
Carpenters.....	1.50
Painters.....	1.50
Glaziers.....	1.50
Steamfitters.....	2.00

WATER SYSTEM AT MULGRAVE, N. S., AND CAMPBELLTON, N. B.

Extension to water supply systems at Mulgrave, N.S., and Campbellton, N. B., I. C. Ry. Date of contract, December 22, 1908. Amount of contract, schedule rates. Contractor, Frank Wilson of Truro, N. S.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:	
	Mulgrave.	Campbellton.
Blasters.....	\$1.50	\$1.50
Excavators.....	1.35	1.25
Carpenters.....	1.75	1.50
Drillers.....	1.50	1.50
Pipefitters.....	2.00	2.00
Labourers.....	1.35	1.25
Driver, 1 horse and cart....	2.00	2.00
Driver, 2 horses and wagon	3.00	3.00

FREIGHT SHED, CROSS CREEK, N. B.

Erection of freight shed and addition to station at Cross Creek, N. B., I. C. Ry. Date of contract, December 10, 1908. Amount of contract, \$1,100.00. Contractor, Robert L. Young of Taymouth N. B.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
General foreman.....	\$3.00
Masons.....	2.50
Bricklayers.....	3.00
Carpenters.....	1.75
Plasterers.....	2.50
Painters.....	1.75
Builders' labourers.....	1.50
Common labourers.....	1.25
Driver and horse.....	2.00
Driver and 2 horses.....	3.00

HEATING PLANT, MATAPEDIA AND AMQUI, QUE.

Installation of hot water heating plants in station buildings at Matapedia and Amqui, Que., I. C. Ry. Date of contract, December 9, 1908. Amount of contract, \$1,525.00. Contractor, J. B. Fournier, of Ste. Flavie, Que.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:	
	Matapedia.	Amqui.
Carpenters.....	\$1.50	\$1.75
Pipefitters.....	2.00	2.00
Pipefitters' helpers.....	1.50	1.50
Painters.....	1.50	1.75
Labourers.....	1.25	1.25

FREIGHT SHED, ST. ELOI, QUE.

Extension to freight shed at St. Eloi, Que., I. C. Ry. Date of contract, December 12, 1908. Amount of contract, \$946.00. Contractor, Florian Dumont, of St. Eloi, Que.

Trade or Class of Labour.	Rates of Wages, Per day of 10 hours, Not less than:
Carpenters.....	\$1.75
Painters.....	1.75
Labourers.....	1.25

RAILWAY STATION, SCHOUDOU, N. B.

Erection of combined station and dwelling at Scoudouc, N. B., I. C. Ry. Date of contract, December 12, 1908. Amount of contract, \$1,970.00. Contractor, John H. McKay, of Amherst, N. S.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Foreman.....	\$
Bricklayers.....	3.00
Plasterers.....	2.50
Masons.....	3.00
Timekeeper.....	1.75
Builders' labourers.....	1.50
Common labourers.....	1.35
Painters.....	2.00
Plumbers.....	2.00
Carpenters (rough).....	1.75
Joiners.....	2.00
Roofers.....	1.75
Driver, 1 horse and cart....	2.00
Driver, 2 horses and wagon.	3.00

ADDITION TO STATION, BLOOMFIELD, N. B.

Addition to station at Bloomfield, N. B., I. C. Ry. Date of contract, December 12, 1908. Amount of contract, \$600.00. Contractor, Fred Forrester, of Bloomfield, N. B.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Carpenters.....	\$2.25
Joiners.....	2.25
Plasterers.....	3.00
Painters.....	2.25
Builders' labourers.....	1.50
Common labourers.....	1.50

CRIB WORK, TRURO, N. S.

Construct highway, and crib-work protection to Leper Brook, at Truro, N. S., I. C. Ry. Date of contract, December 10, 1908. Amount of contract, schedule rates. Contractor, Frank Wilson, of Truro, N. S.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Carpenters.....	\$2.00
Timekeepers.....	1.50
Builders' labourers.....	1.50
Ordinary labourers.....	1.25
Driver, 1 horse and cart....	2.25
Driver, 2 horses and wagon	3.50

HARBOUR IMPROVEMENT, ST. JOHN, N. B.

Execution of certain works of improvement in the Harbour at St. John's, Que., at Upper entrance of Chambly Canal. Date of Contract, December 15, 1908. Amount of contract, schedule rates. Contractors, John G. Poupore & Co., of Montreal, Que.

Trade or Class of Labour.	Rate of Wages, Not less than:
Labourers.....	\$ 1.50 per day of 10 hours.
Labourers' foreman.....	2.50 " 10 "
Carpenters.....	2.50 " 10 "
Carpenters' foreman.....	3.00 " 10 "
Blacksmiths.....	2.50 " 10 "
Blacksmiths' helpers.....	1.70 " 10 "
Derrickmen.....	2.00 " 10 "
Dredge captain.....	75.00 per month and board, 10 hours per day.
" engineer.....	60.00 " "
" craneman.....	50.00 " "
" fireman.....	35.00 " "
Tug captain.....	50.00 " "
Tug engineer.....	50.00 " "
Tug fireman.....	35.00 " "
Tug deckhands.....	30.00 " "
Cooks.....	40.00 " "
*Driver, 1 horse and cart...	3.00 per day of 10 hours.
*Driver, 2 horses and wagon	5.00 per day of 10 hours.

*Owing to a scarcity of that class of men at this moment, but the ordinary rates are \$2.50 and \$4.00 respectively.

LOCK GATES, SAULT STE. MARIE, ONT.

Construction of one pair of upper main gates for lift lock of Sault Ste. Marie Canal. Date of contract, December 22, 1908. Amount of contract, \$15,523.00. Contractors, Roger Miller, Fred Miller and Ray Miller, all of Toronto, Ont.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
General foreman.....	\$3.50
Planers.....	2.50
Runners.....	2.50
Fireman.....	1.75
Blacksmiths.....	2.75
Carpenters.....	3.00
Labourers.....	1.75
Teams.....	4.50

IMPROVEMENT OF BANKS, SOULANGES CANAL, QUE.

Lining with concrete certain portions of banks of Soulanges Canal. Date of contract, December 12, 1908. Amount of contract, schedule rates. Contractors Haney, Quinlan & Robertson, of Montreal, Que.

Trade or Class of Labour.	Rate of Wages, Not less than:
Labourers.....	\$ 1.50 per day of 10 hours.
Labourers' foreman.....	2.25 " 10 "
Carpenters.....	2.25 " 10 "
Carpenters' foreman.....	3.00 " 10 "
Blacksmiths.....	2.25 " 10 "
Blacksmiths' helpers.....	1.50 " 10 "
Derrickmen.....	1.75 " 10 "
Steam derrick engineer....	2.50 " 10 "
Steam derrick fireman....	1.75 " 10 "
Dredge engineer.....	3.00 " 10 "
Dredge craneman.....	3.00 " 10 "
Dredge fireman.....	1.75 " 10 "
Tug captain.....	50.00 per month and board.
Tug engineer.....	65.00 " "
Tug fireman.....	28.00 " "
Deckhands.....	23.00 " "
Divers with outfit.....	8.00 per day.
Divers without outfit.....	5.00 " "
Divers' helpers.....	1.75 " "
Driver, 1 horse and cart....	2.25 per day of 10 hours.
Driver, 2 horses and wagon.	3.50 " 10 "

DOCK ON WELAND CANAL, ONT.

Construction of dock on E. side of Welland Canal about 1½ mile south of Town of Welland. Date of contract, December 2, 1908. Amount of contract schedule rates. Contractor, Joseph Battle, of Thorold, Ont.

Trade or Class of Labour.	Rate of Wages, Not less than:
Dredge engineer.....	\$110.00 per month & board, 12 hours per day.
Dredge craneman.....	65.00 " "
Dredge fireman.....	45.00 " "
Tug captain.....	80.00 " "
Tug engineer.....	60.00 " "
Tug fireman.....	45.00 " "
Tug deckhands.....	40.00 " "
Stationary engineer.....	2.25 per day of 10 hours.
Stationary fireman.....	1.75 " 10 "
Blacksmiths.....	2.25 " 10 "
Carpenters.....	2.25 " 10 "
Blacksmiths' helpers.....	1.75 " 10 "
Labourers.....	1.50 " 10 "
Driver, 1 horse and cart....	2.25 " 10 "
Driver, 2 horses and wagon.	3.50 " 10 "

ROADWAY, WELLAND CANAL, ONT.

Construction of a macadam roadway on E. side of Welland Canal in rear of concrete retaining wall in the rock cut at Ramey's Bend. Date of contract, December, 12, 1908. Amount of contract, schedule rates. Contractor, Joseph Battle, of Thorold, Ont.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Foreman.....	\$2.50
Labourers.....	1.50
Stationary engineer.....	2.25
Fireman.....	1.50

RAILWAY, MOUNT CARLYLE.

For a branch line of railway from its main line to Mount Carlyle, not exceeding 2½ miles. Date of subsidy agreement, December 22, 1908. Amount of subsidy, \$3,200 per mile, not exceeding \$6,400 per mile. Railway company, North Shore Railway Co., Ltd.,

FAIR WAGES SCHEDULE.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property, or in the case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing to them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefor is filed in the office of the Minister of and proof thereof satisfactory to the Minister is furnished, the Minister may pay such claim out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the contractors.

RAILWAY, EBURN-NEW WESTMINSTER, B. C.

For a line of railway from Eburn, on its main line, to New Westminster; not

exceeding 9.65 miles. Date of subsidy agreement, December 7th, 1908. Amount of subsidy, \$3,200 per mile, not exceeding \$6,400 per mile. Railway Company, The Vancouver and Lulu Island Ry. Co.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property, or in the case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing to them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefore is filed in the office of the Minister of and proof thereof satisfactory to the Minister is furnished, the Minister may pay such claim out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the contractors.

RAILWAY, JOGGINS MINES, N. B.

For a line of railway from Joggins Mines to a point on the Bay of Fundy; not exceeding 1 mile. Date of subsidy agreement, December 2, 1908. Amount of subsidy, \$3,200 per mile not exceeding \$6,400 per mile. Railway Company, Maritime Coal, Railway and Power Co., Ltd.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property, or in the case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing to them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefor is filed in the office of the Minister of

and proof thereof satisfactory to the Minister is furnished the Minister may pay such claim out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the contractors.

Department of Marine and Fisheries.

LIGHTHOUSE, PARKER'S COVE, N. S.
The construction of wooden lighthouse tower at Parker's Cove, Bay of Fundy, Annapolis County, N. S. Name of contractor, John P. Roney, Granville Ferry, N. S. Amount of contract, \$365. Date of contract, 16th of November, 1908.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours. Not less than:
Carpenters.....	\$1.75
Painters.....	1.75
Bricklayers.....	3.00
Labourers.....	1.25

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions:

Nature of Order.	Amount of Order.
Making metal dating stamps and type, and making other hand stamps and brass crown seals.....	\$742.80
Making and repairing rubber dating stamps and type, also other stamps,.....	109.07
Supplying stamping material and wooden boxes, and repairing stamping pads.....	890.58
Supplying mail bags.....	2,435.99
Repairing mail bags.....	1,104.86
Making and repairing post office scales.....	314.90
Making and repairing mail locks and supplying bag fittings.....	2,440.25
Supplying Railway Mail Clerks' tin travelling boxes, and repairing portable letter boxes, Railway Mail Clerks' tin travelling boxes, parcel receptacles and street letter boxes....	139.75
Making and repairing miscellaneous articles of postal stores.....	75.60
Making and supplying articles of official uniform.....	686.45

INDUSTRIAL ACCIDENTS DURING THE MONTH OF DECEMBER, 1908.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureau of Mines of Ontario and British Columbia, to the office of the factories inspectors of the province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 273 individual work people in Canada during the month of December, 1908, were reported to the Department of Labour. Of these 85 were fatal and 188 resulted in serious injuries. In addition, 1 fatal accident was reported as having taken place prior to the beginning of the month, information not having been received by the Department before December, 1908.
In the preceding month there were 124 fatal, and 198 non-fatal accidents reported, a total of 322, and in December, 1907, there were 88 fatal and 195 non-

fatal accidents, a total of 283. The number of fatal accidents reported in December, 1908, is therefore 39 less than in the preceding month and 3 less than in December, 1907. The number of non-fatal accidents reported in December, 1908 was 10 less than in the preceding month and 7 less than in December, 1907. Altogether there were 49 less industrial accidents reported in December, 1908, than in the preceding month, and 10 less than in the same month of the preceding year.

Of 143 returns received during the month giving the ages of the victims of industrial accidents, 16 referred to persons under twenty-one years of age, 32 to persons between twenty-one and forty-five, and 17 to persons over 45. Seventy-eight persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:

STATEMENT OF ACCIDENTS DURING DECEMBER 1908, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed.	Injured.	Total.
Agriculture.....	13	22	35
Lumbering.....	6	16	22
Mining.....	18	17	35
Building trades.....	5	16	21
Metal trades.....	3	35	38
Woodworking trades.....		9	9
Printing trades.....		3	3
Clothing trades.....		1	1
Textile trades.....	1	5	6
Food and tobacco preparation.....	1	7	8
Railway service.....	22	21	43
Navigation.....	3	2	5
General transport.....	2	10	12
Civic employees.....		4	4
Miscellaneous.....	6	11	17
Unskilled labour.....	5	9	14
Total.....	85	188	273

Nature of Fatalities and Accidents.

The chief disasters of the month were the killing of three miners by the slipping of a cable near Cobalt, Ont., the death of two workmen by an explosion of dynamite at Duncans, B.C.; the killing of two of a train crew in a railway collision at Fort William, Ont.; the death of two miners in a dynamite explosion at Phoenix, B.C., the suffocation of two miners at Joggins Mines, N.S.; the killing of two miners at Temagami Mines, Ont., by an explosion of dynamite, and the death of two labourers by a cave-in of frozen earth at Winnipeg, Man.

Mining Disaster near Cobalt, Ont.

On December 23rd, three men were descending a 240 foot shaft in a bucket in the Columbus mine, about six miles northeast of Cobalt, Ont., when about 75 feet down the cable slipped from the wheel and the bucket tipped, precipitating the workmen to the bottom of the shaft. Two of the men were found dead at the bottom of the shaft, and the other expired a few minutes afterwards.

Dynamite Explosion at Duncans, B.C.

On December 2nd, a party of Chinese were thawing dynamite at Duncan, B.C., when an explosion occurred killing two and dangerously wounding another.

Railway Collision at Fort William, Ont.

On the evening of December 7th, a switch engine working in the railway yards at Fort William, Ont., ran into a freight train which was crossing what is known at the "Puzzle" switch and the engineer and fireman on the locomotive were both instantly killed. On December 11th the jury empanelled to enquire into the death of the engineer returned a verdict declaring "We are of the opinion that engine No. 2166, of which the deceased was in charge, was in a defective condition and unfit for service."

Dynamite Explosion at Phoenix, B.C.

On December 19th, a premature explosion of dynamite in the Granby Mine at Phoenix, B.C., instantly killed two miners.

Fatality at Joggins Mines, N.S.

On December 24th, three coal cutters belonging to the night shift were working in the old slope of the Joggins mines, N.S., when in some way the brattice cloth, a device consisting of burlap or canvas curtains in screens which cross the cut, enabling the free circulation of air, caught fire and before the workmen were able to escape two of them were so seriously burned that death resulted almost instantly. The other was also very badly burned. The jury empanelled in the case rendered a verdict to the effect that the men came to their death by suffocation.

Dynamite Explosion at Temagami Mines, Ont.

In the early part of December, a premature explosion of dynamite in the Temagami Gold Reef Company's mine, instantly killed two miners and seriously injured 4 others. The jury brought in a verdict attributing the accident to negligence on the part of the company in using inferior powder and employing inexperienced men. The Mine Inspector of the district was present at the inquest, which took place in North Bay, Ont.

Fatality at Winnipeg, Man.

On December 29th, while three labourers were working in a sewer trench at the new Canadian Northern Railway shops at Winnipeg, Man., a large cake of frozen earth caved-in on them instantly killing two and painfully injuring the other.

Record by Industries and Trades.

Agriculture.—In this industry, during December, 1908, there were 13 killed and 22 injured, compared with 14 killed and 22 injured in November, 1908, and 20 killed and 21 injured in December, 1907. Three each of the deaths were due to falling material and to live stock, 2 to an explosion of dynamite and 1 each to drowning, to being run over, to a fall, to being struck by an engine and to a runaway. Of the serious accidents, 5 were due to falling material, 3 each to falls, to tools, to runaways, to live stock and to machinery, and 1 death each to being struck by a train and to being run over.

Lumbering.—In this group during December, 1908, there were 6 killed and 16 injured, as against 8 killed and 11 injured in the preceding month, and 9 killed and 7 injured in December, 1907. Five of the deaths were caused by falling material and 1 by flying material. Eight workmen were injured by falling material, 6 by machinery and 2 by tools.

Mining.—Eighteen mine workers were killed and 17 injured during December, compared with 9 killed and 16 injured in November, 1908, and 15 killed and 17 injured during December, 1907. Five each of the deaths were due to explosions of dynamite and falls, 3 to falling material, 2 to an explosion of gas in a mine, and 1 each to being struck by a mine train, to the explosion of a boiler and to drowning. Of the injuries 7 were due to explosions of dynamite, 5 to mine cars, 4 to falling material, and 1 to an explosion of gas.

Building trades.—During December, 1908, there were 5 fatal and 16 non-fatal accidents in these trades. In November the record was 2 killed and 24 injured and in December, 1907, 2 killed and 8 injured. Three of the fatalities

were caused by falls from houses and 2 to falls from scaffolds. Six of the injuries were caused by falls, 4 by falling material, 3 by an explosion of acetylene gas, 2 by falls from houses and 1 by machinery.

Metal trades.—In this group 3 workmen were accidentally killed, and 35 injured during December, compared with 3 killed and 31 injured in the previous month, and 6 killed and 50 injured in December, 1907. Of the three deaths 1 each was due to machinery, to falling material, and to a fall. Nine of the injuries were due to machinery, 8 to falling material, 5 to falls, 4 to tools, 3 to molten metal and 1 each to an explosion, to the piercing of a foot by a nail, to electricity, to being run over, to flying material and to an elevator.

Woodworking trades.—There were 9 minor accidents during December, 1908, 8 caused by machinery and 1 by flying material, compared with 7 minor accidents in November, 1908, and 3 killed and 15 injured during December, 1907.

Printing trades.—Two workmen were injured by machinery, and 1 by falling material during December, 1908, compared with no accidents in the previous month, and 2 injuries in December, 1907.

Clothing trades.—Machinery seriously injured one worker in this group. In November, 1908, the record was 1 killed and 1 injured and in December, 1907, 2 injured.

Textile trades.—During December 1 worker was killed and 5 injured by machinery as against no accidents in November last, and 5 injured in December, 1907.

Food and tobacco preparation.—During December, 1908, a baker at Keewatin, Ont., was burnt to death in a fire which occurred in his establishment. Seven other workers were injured, 2 by explosions of steam, 2 by machinery, and 1 each by tools, by live stock and by an elevator. In the preceding month the record was 3 injured and in December, 1907, 1 injured.

Railway service.—In this category the record for December was 22 killed and 21 injured, compared with 56 killed and 36 injured in November last, and 20 killed

DEPARTMENT OF LABOUR, CANADA.

STATISTICAL TABLE SERIES, F., No. 62.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF DECEMBER, 1908.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Agriculture—				
Farmer	Ivanhoe, Ont.	Dec. 5.	1	Tree fell on him.
"	South Damner, Ont.	" 9.	1	Drowned while crossing river with team.
"	Little Bow, Alta.	" 2.	1	Kicked by horse.
"	Breslau, Ont.	" 1.	1	Tree fell on him.
"	Father Point, Que.	" 10.	1	Tree fell on him.
"	Pikington Tp., Ont.	" 10.	1	Kicked by horse.
"	Duncan, B. C.	" 3.	2	By explosion of dynamite.
"	Caron, Sask.	" 13.	1	Run over by loaded vehicle.
"	Brandon, Man.	" 10.	1	Fell 30 ft. into well.
"	Campbellton, N. B.	" 20.	1	Struck by train at crossing.
"	Elora, Ont.	" 5.	1	Kicked by a horse.
Rancher	Mud Bay, B. C.	" 21.	1	In a runaway.
Lumbering—				
Logger	Chicoutimi, Que.	" 6.	1	Tree fell on him
"	Clinton, B. C.	" 15.	1	Tree fell on him.
"	Trinwood, B. C.	" 11.	1	Log rolled on him.
"	Near Kenora, Ont.	" 21.	1	Tree fell on him.
Sawmill hand	Rivière Jaune, Que.	" 1.	1	Struck by edging from saw.
"	Fernie, B. C.	" 9.	1	Log rolled on him.
Mining—				
Miner	Cobalt, Ont.	" 13.	1	Explosion of dynamite.
"	Black Lake, Que.	" 5.	1	By fall of stone.
"	Phoenix, B. C.	" 1.	1	Fell 15 feet in mine.
"	Phoenix, B. C.	" 19.	2	Explosion of dynamite.
"	Cobalt, Ont.	" 20.	2	Explosion of dynamite.
"	Joggin Mines, N. S.	" 24.	2	Explosion of gas in mine.
"	Springhill, N. S.	" 22.	1	Fell down shaft.
"	Cobalt, Ont.	" 23.	3	Cable slipped from wheel, bucket fell
"	Asbestos, Que.	" 22.	1	Struck by mine train.
"	Morinville, Alta.	" 21.	1	Struck on head by a deal.
"	Nanaimo, B. C.	" 17.	1	By fall of rock.
Boiler tender	Cobalt, Ont.	" 17.	1	By explosion of boiler.
Mining engineer	Chilliwack River, B. C.	"	1	Drowned while crossing on raft.
Building trades:				
Bricklayer	Montreal, Que.	" 10.	1	Scaffold broke, fell 30 feet.
Carpenter	Davisville, Ont.	" 7.	1	Fell from roof.
Roofer	Joliette, Que.	" 3.	1	Fell from 4th storey.
Tinsmith	Toronto, Ont.	" 22.	1	Fell from 2nd storey of building.
Building mover	North Sydney, N. S.	" 19.	1	Fell from a staging.
Metal trades—				
Machinist	Sydney, N. S.	" 4.	1	Caught in machinery.
Foundryman	Hamilton, Ont.	" 10.	1	Annealing pot fell on him.
Structural iron worker	Montreal, Que.	" 24.	1	Fell 20 feet from building.
Textile trades—				
Oil cloth maker	Montreal, Que.	" 15.	1	Caught in shafting.
Food and tobacco preparation—				
Baker	Keewatin, Ont.	" 9.	1	Burned to death in bakery fire.
Railway service—				
Engineer	Pembroke, Ont.	" 3.	1	Head-on collision.
"	Fort William, Ont.	" 8.	1	Head-on collision.
Fireman	Fort William, Ont.	" 8.	1	Head-on collision.
"	Near Sutton, Que.	" 17.	1	Head on collision.
"	Lancaster, Ont.	" 22.	1	Fell from locomotive.
Brakeman	Matheson, Ont.	" 10.	1	Caught between cars.
"	Moncton, N. B.	" 9.	1	Run over by train.
"	Moose Creek	" 17.	1	Run over by train.
"	Longueuil, Que.	" 18.	1	Caught between cars.
"	Rivière du Loup, Que.	" 21.	1	Caught between cars.
"	Fort Erie, Ont.	" 23.	1	Run over by train.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLE SERIES F, No. 62.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF DECEMBER, 1908.—*Concluded.*

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Conductor.....	Hamilton, Ont.....	" 23..	1	Run over by train.
Car shop hand.....	Toronto, Ont.....	" 29..	1	Run over by shunting engine.
".....	Montreal, Que.....	" 12..	1	Struck by moving steam crane.
".....	London, Ont.....	" 21..	1	Blood poisoning from steel splinter.
".....	Farnham Que.....	" 23..	1	Run over by train.
Sectionman.....	Esterhazy, Sask.....	" 2..	1	Frozen to death beside track.
".....	Montreal, Que.....	" 9..	1	Struck by engine.
Construction hand.....	Chipman, N. B.....	" 3..	1	Struck by engine.
".....	Bakerbrook, N. B.....	" 7..	1	By explosion of dynamite.
".....	Winnipeg, Man.....	" 29..	2	By cave-in of frozen earth.
<i>Navigation—</i>				
Sailor.....	Port Dover, Ont.....	" 2..	1	Struck on head by iron chain.
Petty officer.....	Off Halifax, N. S.....	" 7..	1	Dashed by billow against bulkhead.
Engineer on steamer.....	Port Colborne, Ont.....	" 8..	1	Fell between steamer and dock.
<i>General transport—</i>				
Teamster.....	Nassagawey, Tp. Ont.....	" 5..	1	Run over by load of gravel.
Carter.....	Ottawa, Ont.....	" 31..	1	Horse and cart fell from gangway on driver.
<i>Miscellaneous—</i>				
Asylum guard.....	Kingston, Ont.....	" 4..	1	Struck on head by patient with hammer.
".....	Minico, Ont.....	" 17..	1	Assaulted by a patient; died from effects.
Merchant.....	Quebec, Que.....	" 16..	1	Asphyxiated by smoke in store.
Petel employee.....	Abbotsford, B. C.....	" 16..	1	By explosion of gasoline lighting plant.
Hardware clerk.....	Levis, Que.....	" 29..	1	By explosion of acetyline gas.
Paper maker.....	Windsor Mills, Que.....	" 16..	1	Caught in belting.
<i>Unskilled labour—</i>				
Labourer.....	Firdale, Man.....	" 1..	1	Struck by heavy timber.
".....	Welland, Ont.....	" 18..	1	Fell 20 feet into sewer.
".....	Frankford, Ont.....	" 16..	1	Explosion of dynamite.....
".....	Vancouver, B. C.....	" 7..	1	Explosion of dynamite.
".....	Hull, Que.....	" 15..	1	Roll of pulp fell on him.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN DECEMBER.

Teamster.....	Toronto, Ont.....	Nov. 30..	1	Head crushed in elevator.
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and 27 injured in December, 1907. Of the fatalities 6 were due to the victims being run over, 4 to collisions, 3 each to being caught between cars and to being struck by locomotives, 2 to a cave in of earth and 1 each to a fall, to blood poisoning from a splinter of steel, to being frozen to death and to an explosion of dynamite. Five of the other accidents were due to derailments, 4 to being struck by locomotives, 3 each to machinery and to collisions, 2 to an explosion of steam and 1 each to tools, to flying material, to being caught between cars and to a fall.

Navigation.—During December machinery was responsible for one fatality, and falls to two fatalities, and 2 serious

injuries. In the month before there were 9 killed and 5 injured and in December, 1907, 7 killed.

General transport.—Two workers in this group were killed and 10 injured in December last, compared with 9 killed and 12 injured in November, 1908, and 2 killed and 11 injured in December, 1907. One victim was killed by being run over and 1 by a fall. Three of the accidents were caused by falls, 2 by live stock and 1 each by being struck by a locomotive, by being run over, by falling material, by a collision and by a runaway.

Civic employees.—Four of these employees were injured during December, 1908, a policeman was shot while at-

tempting to arrest a tramp, and accidents happened through a runaway, through a fall and through machinery. In the month previous there were 5 injured and in December, 1907, 11 injured.

Miscellaneous.—Six of these workers were killed by accident and 11 injured during December, compared with 6 killed and 9 injured in November, 1908, and 3 killed and 10 injured in December, 1907. One each of the deaths was due to tools, 1 to asphyxiation by smoke, to explosions of gasoline and acetylene respectively, and to machinery. Injuries received by an asylum guard from

an insane patient resulted in death. Four of the injuries were due to falls, 3 to explosions and 2 each to elevators and to machinery.

Unskilled labour.—During December 5 labourers were killed and 9 injured. In the previous month there were 4 killed and 16 injured and in December, 1907, 7 injured. Two each of the fatalities were caused by explosions of dynamite and by falling material, and 1 by a fall. Three each of the injuries were caused by explosions of dynamite and by falling material, 2 by falls and 1 by being struck by a car.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of Departments and Bureaus were received at the Department of Labour during December, 1908.

DOMINION REPORTS.

Industrial Investments.

Report of the Secretary of State of Canada for the year ended December 31, 1907, and the first three months of the year 1908. Ottawa; King's Printer, 1908. Pages, 604. Price, 35 cents.

In the report of the Secretary of State of Canada for 1907, the progress of the country since 1900, is shown in the following table, so far as it is indicated by the increase in the capitalization of companies, new and old during this period, incorporated under the Companies Act:

Year.	Authorized Capital of New Companies.	Increased Capital of Existing Companies.	Total.
1900.....	\$ 9,558,900	\$ 3,351,000	\$ 12,909,900
1901.....	7,662,552	3,420,000	11,082,552
1902.....	51,182,850	5,055,000	56,237,850
1903.....	83,405,340	5,854,520	89,259,860
1904.....	80,597,752	3,366,000	83,963,752
1905.....	99,910,900	9,685,000	109,595,900
1906.....	180,173,075	32,403,000	212,576,075
1907.....	132,686,300	19,091,900	151,778,200
1908 (first 3 months only)	13,299,000	865,000	14,164,000
	\$658,476,669	\$83,091,420	\$741,568,089

During 1907, there were 378 charters issued under the Companies Act, a slight

increase over the number in 1906. In the first three months of 1908, the number issued was 64, making a total of 442 for the fifteen months.

From June 30, 1906, to December 31, 1907, 17,714 persons were naturalized in Canada, of whom 7,279 came from the United States, 2,127 from Russia, 1,915 from Austria, 891 from Italy and 807 from Galicia.

Post Office Statistics.

Report of the Postmaster-General for the year ended March 31, 1908. Ottawa; King's Printer, 1908. Pages, 623. Price, 30 cents.

The report of the Postmaster-General of Canada for the year 1907-8, shows a large expansion in the service and transactions of the Post Office Department. The following figures indicate the principal increases compared with the previous year:

Increase in number of Post Offices.....	446
“ “ Postal Note Offices.....	546
“ “ Money Order Offices.....	129
“ “ Savings Bk. Offices.....	41

The estimated increase in the number of letters and post cards sent during the year is 34,887,000, which is over 8 per cent. more than the figures of 1907. The growth of the service caused an increase in the expenditure of \$578,442.32, but there was a surplus from the operations of the service amounting to \$1,101,826.64.

Changes in the international postal regulations came into operation on October 1, 1907, the principal changes being (1) the reduction of letter postage, which permits letters to be sent from Canada to all part of the British Empire at the rate of 2 cents per ounce, and to foreign countries generally at the rate of 5 cents for the first ounce and 3 cents for each subsequent ounce. (2) The introduction of the International Reply Coupon system, whereby the sender of a letter addressed to any of the countries which have adopted the system can provide for pre-payment of postage on the reply.

On May 1, 1907, the postage rate on British newspapers, magazines and trade journals was reduced to 1d. per pound, and on May 8, the rate on periodicals from the United States was fixed at one cent for each four ounces, but subsequently legitimate daily newspapers could be sent to subscribers and news dealers from one country to the other, if mailed from the office of publication, at the rate of one cent per pound.

The letter carrier delivery system was extended to thirteen new places, which were also provided with a special delivery service. The returns of the Post Office Savings Bank show the amount of deposits to have been \$12,293,544.17, an increase of \$891,771.17. The withdrawals amounted to \$13,610,865.95, an increase of \$1,040,195.62 and the balance to credit of depositors at end of the year was \$47,564,284.28.

Trade Returns.

Tables of the Trade and Navigation of the Dominion of Canada for the Fiscal Year ended March 31, 1908. Ottawa: King's Printer, 1908. Pages, 832. Price, 50 cents.

During the fiscal year ended March 31, 1908, the total exports from Canada amounted to \$280,006,606 and the imports to \$370,786,525, making a grand total of \$650,793,131. In the year ended June 30, 1906, the exports were to the value of \$256,586,630, and the imports \$294,286,015 a total of \$550,872,645. As the fiscal year 1906-1907 contained only nine months, it does not afford a basis of comparison. In the two years, the imports from Great Britain increased from

\$69,194,588 to \$94,959,471 and the exports from \$133,094,937 to \$134,488,056 and the imports from the United States increased from \$175,862,071 to \$210,652,825 while the exports to that country were to the value of \$97,806,552 in 1905-06, and \$113,516,600 in 1907-08. During the past fiscal year the imports from France amounted to \$9,901,909, and from Germany, \$8,163,047, the value of the exports to France was \$1,806,732 and to Germany \$2,374,607.

Indian Affairs.

Annual Report of the Department of Indian Affairs for the year ended March 31, 1908. Ottawa: King's Printer, 1908. Pages, 677. Price, 40 cents.

A general review of the conditions among the Indian wards of the Dominion Government shows that during the last fiscal year, their economic prosperity failed to reach the full annual average of recent years, but an encouraging feature was the proof they gave of sufficient self-reliance to hold their own under comparatively difficult conditions. There were recorded 2,473 births and 2,513 deaths among the Indians, a net decrease of 40. The estimated Indian population on March 31, 1908, was 110,205, compared with 110,345, in 1907. The excess of deaths over births is attributed to a high death rate, rather than to a low birth rate. In order to combat tuberculosis, which causes about 40 per cent. of all the premature deaths, tent hospitals were introduced as an experiment at various suitable points. These proved to be highly successful, being regarded favourably by the Indians, who had shown unwillingness to be segregated in hospitals.

The progress of the native tribes in civilization is indicated in the improvement of their dwellings, in the steady reduction of the expenditure on the relief of destitution, which in ten years has decreased from \$182,700 to \$143,000 and in the advancement in agriculture, live stock raising and dairying. The total annual earnings from wages amounted to \$1,660,211.46 compared with \$1,659,398 in the previous year. The amounts derived from other sources were as follows:

Agriculture.	\$ 1,279,141
Beef.	247,297
Fishing.	534,342
Hunting and trapping. . .	564,530
Various industries.	666,249

BRITISH REPORT.

Labour Statistics.

Twelfth Abstract of Labour Statistics of the United Kingdom, 1906-1907. London: Wyman and Sons, 1908. Pages, 273. Price, 1s. 2d.

The Twelfth Abstract of Labour Statistics of the United Kingdom contains the latest available statistics on the following subjects: Wages and Hours of Labour, Fluctuations in Employment, Strikes and Lockouts, Conciliation and Arbitration Boards, Employers' Associations, Trade Unions and Co-operative Societies, Prices of Raw Materials and Articles of Food, Profit Sharing, Diseases of Occupations and Industrial Accidents, Friendly and Building Societies, Housing, Labour Bureaus, and other subjects.

A general summary is given of some of the more important statistics for each year from 1898 to 1907. During these years the production of coal has risen from 202,042,237 to 267,812,852 tons, and the production of iron ore from 14,176,938 to 15,731,604 tons. In the first three years of this period there was a net rise in weekly wages, but there was a fall in each year from 1901 to 1905. In 1906 there was again a rise amounting to £57,897, and in 1907 there was a rise of £200,912. The index number of wholesale prices was 105.7 in 1907, compared with 93.2 in 1898. The membership of trade unions has grown from 1,683,768 in 1898 to 2,106,283 in 1907, and the funds of 100 principal unions have increased from £2,656,800 to £5,198,536.

UNITED STATES REPORTS.

Industrial Conditions of New Hampshire.

Seventh Biennial Report of the Bureau of Labour of the State of New Hampshire. Concord, N. H., 1908. Pages, 199.

In the Seventh Biennial Report of the Bureau of Labour of New Hampshire, statistics are given covering 1,824 industrial

establishments in that State, which show a total investment of \$119,653,209 and a product for the year of \$164,693,442. These establishments gave employment to 62,568 males, 24,694 females and 986 children under sixteen years of age. There were also 2,180 salaried clerks and officials. The average weekly wages to males for all industries was \$12.32 the average of wages paid to female was \$7.42 and the average to those under sixteen, \$4.90.

The subject of Manual Training is treated in the Report, and the advantages of providing boys with a technical education are set forth. According to statistics gathered four years ago by Mr. James M. Dodge, president of the American Society of Mechanical Engineers, which are here quoted, the average untrained boy enters upon his trade at the age of sixteen for wages of three dollars a week. His wages advance at the rate of about sixty cents a week for each six months of service. At the age of twenty he is earning nine dollars a week and at twenty-four, fifteen dollars. Not more than five per cent. of the untrained boys ever rise above this point. On the other hand, a boy who takes a three years' course at a trade school, receives twelve dollars a week when he begins work at eighteen years of age. He reaches fifteen dollars a week at the age of twenty, instead of twenty-four, as in the case of the untrained boy, and at twenty-five he is earning twenty-two dollars a week.

Manufactures of Massachusetts.

Twenty-second Annual Report of the Statistics of Manufactures for the year 1907. By the Chief of the Bureau of Statistics of Labour of Massachusetts. Boston: State Printers, 1908. Pages, 117.

The Report on the Statistics of Manufactures of Massachusetts for 1907, contains returns relating to 5,671 establishments, with a product value of \$1,364,431,255 covering in the aggregate fully 90 per cent. of the gross output of the State. The average number of wage-earners in these establishments was 539,982, of whom 367,471 were males and 172,511 were females. The manufacture of cotton goods gave employment to 18.97 per

cent. of the wage-earners, and in the boot and shoe making industry, 15.12 per cent. were employed. The average yearly earnings for 1907, without regard to sex, age, or skill, were \$515.18 for all industries, ranging from \$342.64 in the manufacture of brooms, brushes and mops, to \$913.91 the manufacture of malt liquors.

Industrial Hygiene and the Police Power.

Thirteenth Biennial Report of the Bureau of Labour and Industrial Statistics of Wisconsin. Part III. Industrial Hygiene and the Police Power. Madison, Wis.: State Printer, 1908. Pages, 25.

Part III of the Thirteenth Biennial Report of the Bureau of Labour and Industrial Statistics of Wisconsin deals with the subject of Industrial Hygiene and the Police Power, and comprises a reprint of a paper on The Legitimate Exercise of the Police Power for the Protection of Health, by Henry Baird Favil, M.D., and the Decision of the Supreme Court of Wisconsin relating to the Tenement House

Law of 1907. In the paper by Dr. Favil stress is laid on the importance of educating employers and employees to recognize the need of fresh air in the workshops, in order to combat tuberculosis, and the opinion is expressed that the state may legitimately exercise its police authority over this question.

OTHER REPORTS RECEIVED.

Canada.—The Civil Service List of Canada, 1908.

Department of Agriculture. Branch of the Live Stock Commissioner. The Canadian Record of Performance for Pure Bred Dairy Cattle. Report No. 1.

Report of the Farmers' Institutes of the Province of Ontario, 1907. Part I. Farmers' Institutes.

United States.—Crop Statistics, 1908. Bulletin No. 14, December, 1908. Nebraska Bureau of Labour and Industrial Statistics.

Russia.—Travaux de la Société Impériale libre Economique, Nos. 3, 4, 5, 1908.

THE PREVENTION OF EXPLOSIONS IN MINES.

THE Geological Survey of the United States has recently issued a report on the prevention of mine explosions, which was submitted by three foreign experts, Messrs. Victor Watteyne, Inspector General of Mines of Belgium, Carl Meissner of Germany, and Arthur Desborough, H. M. Inspector of Explosives, England, who had conducted an investigation on this subject upon the invitation of the United States government. The report was presented to Secretary Garfield, who transmitted it to President Roosevelt, stating that it would be the highest importance in aiding Congress and the different State governments to provide legislation for insuring more efficient and careful operation of coal mines.

A large number of recommendations were made in the report, the more important of which, may be summarized as follows:—

A.—Selection of explosives—It is recommended that the Government of the

United States examine the explosives now and hereafter used in mining, with a view to eliminate the more dangerous ones and to improve and standardize the most suitable kinds, designating them 'permissible explosives.' The coal mine operators are recommended to use one of the permissible explosives, where there is any risk of igniting either dust or gas in a mine.

B.—Carrying explosives into mines—All explosives should be made into cartridges and placed in closed receptacles, before being carried into a mine, and only the quantity need for one day should be taken.

Handling loose explosives and making them into cartridges by an open light in the mine should be prevented.

Detonators or caps should be handled with great care, and should be carried only by a limited number of responsible persons.

C.—Use of explosives in the mine.—Shooting in or off the solid should not be

practiced. The depth of the shot hole should be at least 6 inches less than the depth of the cutting or mining, and the use of very deep shot holes should be avoided, as unnecessarily dangerous. Over-charging of shots should be avoided. Shots should never be tamped with fine coal or material containing coal. The firing of two or more shots in one working place, except simultaneously by electricity, should not be allowed, until a sufficient interval has elapsed between the firings to permit an examination of the working place, in order to see whether any cause of danger has arisen. Before a shot is fired, the fine coal should be removed from the working place, as far as practicable, and the coal dust on the floor, sides and roof, for a distance of at least 20 yards from the place where the shot is to be fired, should be thoroughly wet, unless it has been demonstrated that the dust in the mine is not inflammable. If gas is known to occur in the mine, no shot should be fired, until, in addition to the watering, an examination is made by a competent person, using a lamp which will detect 2 per cent. of gas. The adoption of a system of electric shot firing is recommended in all mines where practicable, so that all shots in the mine may be fired simultaneously at a time when all miners and other employees are out of the mine.

D.—Keeping the mine roadways clean.—The roadways of the mine should be kept as free as possible from loose coal and rubbish, in order to facilitate the removal and wetting of the dust.

E.—Wetting the coal dust.—In all coal mines where explosives are used it is desirable and in all mines containing gas it is highly important, that the dust on the walls, timbers and floors of the working places and roadways should be kept continually wet, but a system of watering by occasionally sprinkling the

floor only, and leaving dry the dust on the walls and timbers of the roadways is useless, and is also dangerous, in that it may generate and unwarranted feeling of security against an explosion.

F.—Special precautions for mines containing gas.—In any mine where as much as 2 per cent. of gas can be detected, only locked safety lamps of an approved type should be used. These should be maintained in good condition in a special room at the surface, and should be carefully examined both when delivered to the miner and when returned by him at the close of each day's work.

G.—Use of electricity.—Where electricity is used, it should be installed, maintained and operated with great care, and so safeguarded as to minimize danger from fire or shock. For distribution underground the voltage should not exceed 650 direct current, or 500 alternating current. Even lower voltages are preferable.

H.—Precautions against miscellaneous accidents.—Ventilating fans should be placed at one side of the mine opening, and hinged doors or light timbering should render easy the escape of the explosive force in direct line of the shaft or slope. The surface equipment for handling the coal should be so arranged as to prevent coal dust from entering the mine shaft. In all mines suitable roads should be provided for the men separate from the main haulage roads.

I.—Mine supervision and inspection.—Thorough discipline about the mine is absolutely essential to safety and can only be brought about by the hearty co-operation of the operators, the miners and the State.

J.—Training for mine foremen, inspectors, etc.—Schools should be established in the different coal regions for the special training of fire bosses, mine foremen, superintendents and inspectors.

TRADE DISPUTES DURING THE MONTH OF DECEMBER, 1908.

At the beginning of December not a single industry in Canada was reported to be affected by strikes or lockouts. In the course of the month only four trade

disputes, causing an interruption to work, took place, none of which involved as many as one hundred employees, or lasted longer than one week.

Analysis of Trade Disputes During the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during December was 4, an increase of 1 compared with the previous month, but a decrease of 2, compared with December, 1907. About 4 firms and 111 employees were affected by these disputes.

Loss of time in working days.—The loss of time to employees through trade disputes during December was approximately 381 working days, compared with a loss of about 5,715 days in November and about 10,775 days in December, 1907.

Trades affected by new disputes.—The following table shows the trades affected by new disputes during the month and the number of workpeople involved in each group of trades.

Trade.	No. of Disputes.	No. of Workers.
Mining.....	2	75
Building trade.....	1	6
Clothing trade.....	1	30
Total.....	4	111

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces of the Dominion.

Province.	No. of disputes.
Quebec.....	1
Ontario.....	1
Alberta.....	1
British Columbia.....	1
Total.....	4

Causes of disputes. — The following were the causes of the new disputes of the month.

Cause.	No. of disputes.
For higher wages and other changes.....	1
For change in pay day.....	1
Against employment of a non-unionist....	1
Against being laid off and not receiving full pay.....	1
Total.....	4

Methods of settlement.—Of the 4 disputes in existence during December, settlements were reached in 3, leaving 1 still unsettled at the close of the month. The 3 disputes that were terminated were settled by negotiations between the parties concerned.

Results of disputes.—A compromise was effected in two of the disputes which were terminated, and in the third one both parties claimed to have been successful.

Strike of Coal Miners at Taber, Alta.

On December 11, a committee representing the employees of the Domestic Coal Company at Taber, Alberta, waited on the manager of the Company and presented a demand that they be paid their wages on Saturday, December 12. It was claimed by the men that it had been the custom for them to receive their wages on the nearest Saturday to the 1st and the 15th of the month. Their demand was refused, the Company claiming that the pay days should be the first Saturday after the 15th and 30th of each month, there being two pay days each month, according to a contract between the company and its employees. On December 14, work was stopped at the mine, and the miners remained out for three days. On December 17 work was resumed, the Company having agreed to pay the wages on the 19th of the month. According to the Company about 75 men were affected by this dispute, but according to report received from the men, about 35 were directly and 17 were indirectly affected:

Strike of Coal Miners at Middlesboro', B.C.

About the middle of December a strike of coal miners employed by the Nicola Valley Coal and Coke Company, took place at Middlesboro', B. C., on account of a dispute over wages and conditions of employment. On December 18, it was reported by the Company that work was resumed upon a temporary arrangement, pending a final settlement of the matters in dispute. An application for a

TABLE OF TRADE DISPUTES DURING THE MONTH OF DECEMBER 1908*.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.	Date of termination.	Result.
			Directly.	Indirectly.	Directly.		Indirectly.				
					Males.	Females.		Males.				Females.
<i>Mining—</i>											
Coal miners.....	Taber, Alta.....	Dispute over pay day.....	1	.....	75	.....	.....	.....	14 dec.	Dec. 17	Work resumed, terms of settlement not reported.
Coal miners.....	Middlesboro, B.C.....	Disputes over wages and conditions of employment.....	1	.....	.....	.....	.....	.....	.....	Dec. 18	Work resumed, upon a temporary arrangement pending final settlement.
<i>Building Trades—</i>											
Carpenters.....	Brockville, Ont.....	Men alleged they were being laid off without cause, and not allowed full time for work done. Employer claimed carpenters wanted to shovel snow at 30 cents while work was being done by lab. at 16 c per hour.	1	.....	6	.....	.....	.....	Dec.	7 Dec. 14	employer claimed that men returned to work on Dec. 9, on same terms as before the strike. Strikers claimed that they returned to work on Dec. 14, on the employer promising to allow them to work all the time possible and to pay them in full for work done.
<i>Clothing trades—</i>											
Tailors.....	Montreal, Que.....	Against employment of a non-unionist.....	1	.....	30	.....	.....	.....	Dec. 28	.....	No settlement reported, but employers claimed places of most of the strikers were filled

* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firms or establishments concerned. Mention moreover, is not made of disputes involving less than six employees, or of less duration than 24 hours.

Board to deal with this difficulty under the Industrial Disputes Investigation Act, 1907, was received at the Department, but the formation of the Board was not proceeded with, owing to a settlement having been effected.*

Strike of Carpenters at Brockville, Ont.

A small strike of carpenters, engaged on a new building at the asylum, occurred at Brockville, Ont. According to a report received from the employer, the trouble arose because the men wanted to shovel snow off the building for 30 cents per hour, while the work was being done by labourers at 16 cents per hour. It was stated by him that 6 men went out on December, 8 but they returned to work on the following day upon the same terms as before the trouble. On the other hand, it was alleged by the secretary of the Carpenters' Union that the men had been laid off without cause any hour in the day with plenty of work on hand, and that they had not been allowed full time

*See article "Industrial Disputes Investigation Act, 1907; Proceedings under the Act during the month of December."

for work done. According to this report, 7 men went out on December 7 and returned on December 14, the employer promising to allow them to work all the time possible, and to see that they were paid the full amount for work done.

Strike of Tailors at Montreal, Que.

On December 28, a strike of 30 employees of the firm of A. Sommer & Co., cloak manufacturers, took place at Montreal, Que. It was alleged by the employers that they had not been notified by the strikers of any objections which they had, but it was reported in the press that the cause of the strike was the employment of a non-union man. No settlement of the dispute was reported during the month, but it was claimed by the employers that only 30 out of 100 employees had left, and that by the end of the month almost all the vacant places had been filled.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada, which were in existence during December, and which have been reported to the Department.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopsis of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different provinces of Canada.

SUPREME COURT CASE.

Rights of I.C.R. Employees.

A recent judgment of the Supreme Court affirmed a judgment of the late Judge Burbidge in the case of the King vs. Desrosiers and involved an important principle in railway law. The respondent was the widow of a brakeman on the Intercolonial who was killed while coupling cars near Quebec. He was a member of the Intercolonial Employees' Benevolent Society and it was held that by reason of the railway department's contribution of \$6,000 to the funds of the society the man had released the right for his heirs to sue for damages and that the widow was entitled to \$250 only.

The late Judge Burbidge dismissed this plea and awarded the widow \$4,000. This judgment was appealed from and as a consequence the Intercolonial system is now placed in the same position as other railways, in that employees are not debarred from suing for damages, if injured in performance of their duties.

ONTARIO CASES.

Decision of Ontario Railway Board re Rights of Street Railway Company.

An important decision was rendered during December by the Ontario Railway and Municipal Board in an application made by the Toronto Railway Company to have their rights declared under an agreement, dated Sept. 1, 1891, made between the respondent and G. W. Kiely and others, which agreement was valida-

ted by a statute of the Parliament of Ontario, 55 Vic., chap. 99, by virtue of which it is alleged that the company have the right to construct and operate tracks for the purposes of their railway upon any and all streets in the city of Toronto. The company also asked that the respondents, the city, their servants and agents, be restrained and enjoined by the Board from interfering with the construction of the company's railway upon certain streets in accordance with plans submitted by the company to the city's engineer, and for an order that the city engineer may be required to state whether he has any reasonable or valid objections to said plans; and if no such objection could be made, that the same should be ordered to be taken as approved.

In rendering decision, the Board gave the following which is a short history of the transaction out of which the agreement arose:

In 1891, the city of Toronto became the owners of the street railway and the real and personal property of the former street railway company. The old company operated the railway with horses as the motive power. After the city acquired the system, they advertised the railway and appurtenances, together with a franchise for 20 years, to be extended to 30 years if legislative authority could be obtained, for sale by tender under conditions which were adopted by the council. The tender of G. W. Kiely and his associates, called the purchasers, was accepted by a by-law of the city, subject to the execution of an agreement to be approved as therein mentioned. In pursuance of the by-law, the agreement of Sept. 1, 1891, mentioned in the application, was executed. On April 14, 1892, an act of the Parliament of Ontario was obtained, 55 Vic., chap. 99, incorporating Mr. Kiely and his associates as the Toronto Railway Co., and confirming and validating the agreement, and the condition, and tenders within referred to and incorporated therewith, which are described in the act as schedule A. The company paid for the railway and its appurtenances, and the franchise, \$1,453,788, and in pursuance of sec. 24 of the

conditions of sale, changed the system from a horse to an electric railway, and as such have operated it ever since. It is a matter of common knowledge that the installation of the steam and electric plant and the relaying of the track necessary to operate the system as an electric street railway, and new cars, cost the company several millions of dollars.

The crucial question to be decided by the Board on the application was who has the right to pick, choose or select the streets upon which the new lines are to be built? After an exhaustive analysis of the agreement the following decision was given:

"We determine again, as we determined before in the overcrowding case, after hearing a great deal of expert evidence, and after a careful consideration of the traffic conditions of this city, that new lines and more cars are absolutely necessary to cope with the congestion that now exists. The people are suffering while the city are delaying the company by denying them the streets they require for the new lines. The city engineer, in his evidence, states that he is not prepared to approve of any plans for street railway extensions until the city council approve of the streets; but that otherwise, as an engineer and as an expert, his views are in accordance with those of the company as to the necessity and advisability of the construction of these tracks. The Board received evidence, submitted by the company, largely of a statistical character, to show the absolute necessity for the new lines in the public interest. Evidence was given on behalf of the city that showed that the building of new lines on Bay street was objected to by a number of citizens, as the street cars would make it less convenient for cartage from the wholesale houses, for which this street is at present used; also that the location of the lines on University avenue would create noise, vibration and dust, which would be inimical to patients in a hospital which it is proposed to build upon that street. If the Board are right in their view, that the company have the right to select the streets for the new lines, this evidence is quite beside the mark, for the reason that once the selection is

made by the company, neither the city nor the Board have the right to say nay.

"The Board determine that the company have the right to select the above-mentioned streets, and so declare: We find that the city has denied the company's right and has prevented the company from using the streets selected for their new lines, and has violated and committed a breach of the agreement which they made with the company. Under the authority vested in the Board by sec. 63 of the Ontario Railway and Municipal Act, 1906, having regard to all the circumstances of the case, we think it reasonable and expedient in our discretion to enjoin and restrain the city, their servants and agents, from preventing or interfering with the construction by the company of the railway upon the said streets mentioned in the application and amendments thereto. The Board reserves further direction. The Board makes no order as to costs except that the city shall provide \$50 for stamps upon the formal order."³

The Toronto Board of Control decided, Dec. 24, to appeal to the Supreme Court of Canada against the order of the Board, and, should it be rendered necessary by an adverse decision, to carry the matter before the Judicial Committee of the Privy Council.

Bartender Fined.

William Campbell, a bartender of Owen Sound, Ont., was fined \$70 and costs by the local magistrate during December for selling liquor in contravention of a local option by-law.

BRITISH COLUMBIA CASES.

Jurisdiction in Fisheries.

A decision having an important bearing on the question of Dominion and Provincial jurisdiction in matters pertaining to the fisheries was rendered by the Court of Appeals of British Columbia during December.

The decision declared the provincial regulations beyond the power of the legislature and wholly within the power of the Dominion government.

The case in question arose out of a prosecution of a fisherman at New Westminster who refused to take out the provincial license. He was prosecuted before County Judge Howay, who held that the regulations were ultra vires of the local legislature and dismissed the case. The province appealed to the full court, which upheld the county judge on the ground that the Dominion had occupied the legislative field, thus leaving no opportunity for provincial enactments. The province's position was that, being the undisputed owner of the fish, it had a right to make regulations looking to the preservation of its property, which in this case took the form of a license to fish during stipulated periods only.

It is understood that the Provincial Government will carry an appeal to the Judicial Committee of the Privy Council.

Workmen may Prescribe Conditions for Admission to their Associations.

The Bricklayers' and Masons' Union of Victoria won an important case in the judgment of the full court in the suit of Graham vs. Knott, the latter being the secretary of the union. In effect the decision relieves any trades union of liability to an applicant who refuses to submit to a test for admission into the union and fails to secure employment as a result of his refusal to comply with the union's conditions. They may threaten a strike if he is employed and not be liable.

Graham was a stonecutter recently arrived from England. On arrival, at Victoria he applied for admission to the Bricklayers' and Masons' Union, but refused to submit to their test. Later he secured employment, but his employer received a notice from the union threatening a strike if he were not dismissed. This was repeated wherever he secured work. Graham sued the union, and Judge Lampman held that there was actionable wrong and that he was entitled to remedy. Chief Justice Hunter and Justices Morrison and Clement, however, unanimously allowed the union's appeal, holding that there is no actionable wrong, the union showing no malicious intentions, but merely protecting itself.

The text of the judgment of the Chief Justice is as follows:

"In no case is there a greater obligation on the Court to be alert to maintain the rights of both parties than in that originating in trade or labour disputes, for in none is it more difficult for the Court to satisfy all persons that it has lived up to the time honoured tradition that it holds an even scale. And this for the reason that two equal and undoubted rights often come in apparent conflict, that is to say, on the one hand the right that every man has to pursue his lawful occupation without wrongful interference; and on the other, the right that every one has to say for and with whom he shall agree to work and under what conditions. Therefore, it is necessary that the Court take especial precautions to get a thorough understanding of the facts before it can decide as to which right if either has been infringed. Fortunately the facts in the case at bar are simple and really not in dispute. They are set forth at length by the learned County Court Judge, and it is only necessary to state briefly that the plaintiff, a stonemason, applied for admission to the defendant Union; was rejected because he considered the proposed test of fitness was unfair and would not submit to it; that the Union notified the employer that it was against their rules to work with non-union men, and that the men would be called out if the plaintiff was kept at work; that in consequence of this notice the plaintiff's hiring was legally terminated, although but for this notice he would have been retained, and as the result the plaintiff was unable to get employment at his trade.

Now, it may seem to some that the defendants acted harshly in first presenting an apparently unfair test for admission to their Union, and then because the plaintiff was unwilling to submit to the test that they should put him on their foul list and present an alternative to their common employer which left him no choice but to put an end to the plaintiff's employment. In the first place, however, I may remark that there are many harsh acts for which there is no remedy known to the law, as for in-

stance where a man is discharged from his employment for inability to work although he may have given up to it the best years of his life; or where a man by his will turns off his wife, after years of faithful married life without a penny, and leaves some one else his worldly substance. So that the fact that a particular act may be harsh, unfeeling or inconsiderate, and may in fact do undoubted injury, does not necessarily give rise to any legal liability or remedy. It was not disputed, and indeed cannot be disputed that a body of workmen may for the protection of their lawful trade, and the promotion of their interests, associate themselves together, and prescribe conditions for the admission or rejection of others to the association, and if any condition appears to work a hardship by resulting in the rejection of any applicant, there is no remedy by which the body can be forced to associate themselves with the applicant, and it would indeed be futile to attempt any such thing as that would be in conflict with the undoubted right of all persons to choose their own associates. Similarly any body of men may determine for themselves the conditions under which they will agree to render service; to whom and with whom; and this involves the proposition that they may quit the employers' service having due regard to existing contracts, if the conditions of the employment are such as to dissatisfy them. And it makes no difference in their legal rights that they complain of such a condition as the employment of another who does not see eye to eye with themselves; they cannot be denied their right to settle for themselves whether they shall remain in the same employment, for, with one or two apparent exceptions a lawful act does not become unlawful merely because done with a questionable motive. It follows then that they may inform the employer of their intention to cease work when they lawfully can unless the conditions are made to their liking, and give him the alternative of employing themselves or those with whom they object to be associated.

It does not follow, however, that it is lawful for a Union under colour of exer-

cising this right, systematically to coerce various employers whom they can influence not to employ the obnoxious individual, and in that way attempt to deprive him of his right to make his living by his chosen calling; for in such event the purpose of their action being to molest him and to deprive him of his right to make his living except on conditions of their dictation, their action becomes a legal injury and an actionable wrong.

In all such cases, then, the question for the Court or jury is whether, having regard to all the circumstances the object of the Union was merely to exercise their right of settling for themselves with whom they should be associated in their work, or whether their object was to persecute the individual, and if possible deprive him of his equal right to make his living by the common trade, and in coming to a conclusion it will often be necessary to closely scrutinize the circumstances, as the line between the lawful and the unlawful in this class of case may easily become a very narrow one. For example, suppose that there existed only one diamond-cutting establishment in the province, and a number of the employees went to the employer and gave him the choice between retaining their services and those of an obnoxious co-worker. The Court might be more easily led to the conclusion that the object was to deprive him of his right to pursue the trade than it would in the case of, say, a carpenter who could find employment with any one of a number of employers, but who had been deprived by the action of the Union of any opportunity to work for one or more of them.

In the present case, I think, that the plaintiff has not produced such evidence as compels the Court to conclude that the purpose of the defendants was to molest him in the peaceful pursuit of his calling and if possible to prevent him from making his living thereby, except on conditions of their own making, and, therefore, I think the appeal should be allowed and the action dismissed.

In his confirmatory judgment, Mr. Justice Morrison said that a combination of persons to do harm to another did not necessarily give the cutter a right of ac-

tion. If the harm done was only a consequence of what this combination had a right to do, the harm was not actionable. There appeared to be no law against peaceable persuasion, whether by trade unions, or anyone else, providing that the person persuading did not force himself on the person and there was no violence, and no nuisance so serious as to be an actionable nuisance. Nor was there yet any law which entitles trade unions or anyone else, to compel another person, who had, *sui juris*, to obey their commands and to desist from working for any third person willing to work with him. But trade unionists, like any other individuals, could refuse to deal with those they do not care to have dealings with, providing they do not break any contracts with them.

Mr. Justice Clement concurred. There was missing the necessary malicious intent to injure which was mentioned by Lord Davey as a necessary ingredient in such an action as this.

ENGLISH CASE.

Since the Taff Vale case no decision affecting the position of trade union funds in England before the law has been given of equal importance to that rendered in the closing week of November by the Court of Appeal in the case "*Osborne vs. the Amalgamated Society of Railway Servants*." The point involved is the extent to which the funds of a trade union may be used for political purposes.

The following account of the case is taken from the Board of Trade *Labour Gazette*, Great Britain, for December, 1908:

"By the Trade Union Act 1876, it is provided that the term "trade union" means any combination for regulating the relations between workmen and masters, or between workmen and workmen, or between masters and masters, or for imposing restrictive conditions on the conduct of any trade or business, whether such combination would or would not, if the Trade Union Act, 1871, had not been passed, have been deemed to have been an unlawful combination by reason of some one or more of its purpose being in restraint of trade.

"A trade union of railway men was formed and registered under the Acts of 1871 and 1876, the objects of which, according to the rules, were to improve the condition and protect the interest of its members; to obtain fair wages and reasonable hours of work, and to promote good understanding between employers and employed; to provide various benefits for its members; and to use every effort to provide for the safety of railway work and railway traffic. The rules were subsequently altered to provide for the maintenance of parliamentary representation by a fund established for the purpose, and formed by subscriptions from all the members. The objects of the fund were to provide for the representation of railway men in the House of Commons as the annual general meeting should from time to time determine. It was also provided that all candidates should sign and accept the conditions of the Labour Party, and be subject to their whip.

"The secretary of a local branch of the union brought an action against the union for a declaration that so much of the rules as provided for using the funds of the society for the maintenance of representatives in Parliament bound to vote with a certain party were outside the powers of the society. At the hearing of the action the judge decided that he could not interfere, and judgment was given for the defendants. The plaintiff appealed.

"The Court of Appeal decided that the statutory definition of a trade union was a limiting and restrictive definition, and that it is not competent to a trade union to insert among its objects some thing so far different from the objects contemplated by the Act as provision for securing or maintaining Parliamentary representation. They also decided that a contract by which A agrees with B that he will pay B's election expenses and support him while in Parliament, on condition that B votes as A directs, is a contract which is contrary to public policy, and therefore void; and that it was none the less void where A's motives were perfectly pure and his intention was solely to use his power for the public good. A trade

union comprises members of different shades of political opinion, and a majority of the members of the society have no right to compel a minority to support by their subscriptions political opinion of which they disapprove, under penalty not only of being expelled from the union and losing their chances of benefits, but also of the serious risk of being unable to find employment in their trade because of the refusal of trade union men to work along with non-union men.

"The Court of Appeal therefore allowed the appeal, holding that the plaintiff was entitled to the declaration which he sought—*Osborne v. The Amalgamated Society of Railway Servants of England, Ireland, Scotland and Wales, Court of Appeal, November 28th, 1908.*"

UNITED STATES CASES.

President, Vice-President and Secretary of American Federation of Labour Sentenced to Imprisonment for Contempt of Court.

On December 23, a sentence of twelve months in jail was imposed upon Samuel Gompers, president; nine months upon John Mitchell, one of the vice-presidents; and six months upon Frank Morrison, secretary, all of the American Federation of Labour, by Justice Wright of the Supreme Court of the District of Columbia, for contempt of court in violating an order enjoining them from placing on the "unfair" or "we don't patronize" list the Bucks Stove and Range Company, of St. Louis, Mo.

Notice of an appeal to the Court of Appeals of the District of Columbia was at once filed, Gompers being released on \$5,000 bonds; Mitchell on \$4,000, and Morrison on \$3,000.

The Bucks Company's prosecution of the officials of the federation began in August, 1907. The original action was a test case, wherein it was sought to enjoin the labour unions from using the "unfair" and "we don't patronize" lists in their fight against firms and individuals. Justice Gould, of the District of Columbia Court of Appeals, issued an injunction, which later was made permanent, forbidding the publication of the company's

name in these lists. President Gompers in an editorial in the *Federationist* of January last, made known his intention not to obey the court's order, contending that the injunction issued was in derogation of the rights of labour and an abuse of the injunctive power of the courts. Messrs. Gompers, Mitchell and Morrison subsequently were cited for contempt and this phase of the case has been before the court for several months, the proceedings taking the form of a hearing of testimony before an examiner.

Judge Wright's decision, which occupied over two hours in delivery, was a severe denunciation of the defendants. He recited the conditions anteceding the injunction and referred to the fact that for twenty-five years the Bucks plant had operated a ten-hour shop, and always had maintained an open shop. He also spoke of the numerical strength of the American Federation of Labor, and of its repeated endorsement of the boycott of the Bucks Stove & Range Company through the *American Federationist*, the Federation's official organ, speeches by the defendants, letters, circulars, etc. The court referred to the use of the "we don't patronize" list and "unfair" list of the labour organizations, and said that members of labour unions were forced and coerced into supporting it "whether individually willing or unwilling, approving or disapproving," by various methods.

The court read extracts from numbers of resolutions of labour organizations bearing on the Bucks case, as tending to show the methods of influencing members of unions.

The customers of the stove company, the court said, had been intimidated and coerced out of their business relations with their customers "by direct interference with and boycott of their (the customers') trade relations with their own customers and the public generally."

Following an exhaustive discussion of conspiracy in restraint of trade, Justice Wright said:

"From the foregoing it is apparent to thoughtful men that the defendants have combined together for purpose of

1—Bringing about the breach of

plaintiff's existing contracts with others.

2—Depriving plaintiff of property (the value of the goodwill of its business) without due process of law.

3—Restraining trade among the several states.

4—Restraining commerce among the several states."

The ultimate purpose of the defendants, the court held, in this connection was unlawful, their concerted project an offence against the law, and, they themselves were guilty of crime.

Regarding the violation of the court's injunction, the Court said:

"That Gompers and others had in advance of the injunction determined to violate it if issued, and had in advance of the injunction counselled all members of the labour unions and of the American Federation of Labor and the public generally to violate it in case it should be issued, appears from the following: "

The court here read a mass of extracts from reports of proceedings of the Federation, reports of President Gompers, editorials from the *American Federationist* and the press generally.

As to Secretary Frank Morrison, the court declared that he had full knowledge of all that was being done, taking part in the preparation and publication of the *American Federationist* of April, 1908.

Concerning Mitchell, the court pointed to various acts by him which, he said, placed him within the pale of the law.

Continuing, the court said:

"In defence of the charges now at bar no defence is offered save these: "That the injunction (1) infringed the constitutional guaranty of freedom of the press, and (2) infringed the constitution guaranty of freedom of speech."

"The injunction interferes with no legitimate right of criticism or comment that the law has ever sanctioned and the respondents, intimation that it does so is a mockery and a pretense."

In reference to the freedom of the press, the court declared that the constitution nowhere conferred the right to speak, to print or to publish. "It guarantees," said he, "only that in so far as the Federal Government is concerned its congress

shall not abridge it and leaves the subject to the regulation of the several states, where it belongs."

Following the decision a number of appeals were forwarded to the President of the United States asking that action looking to pardon be taken by the Executive. In reply to these the following statement was issued:

"Various appeals have been made to the President to interfere by pardons in the case of Mr. Gompers and his associates. Those making the appeals are unaware of the fact that the matter is still before the courts. It is a civil suit between private parties, and there is no way in which the Government could have intervened, even if it had desired so. Whether the President does or does not think the sentence of Mr. Gompers and his associates excessive is not of consequence, because he cannot take any action or express any opinion while the case is pending before the courts. When the decision is made then the President can promptly consider whether the terms of imprisonment are excessive or improper. But it is, of course, impossible for the President to act while an appeal is pending, for he has nothing whatever to act about. The courts must finish with the case first, and the defendants are at the present moment at liberty on bail. If the defendants see fit to abandon their appeal the matter will then, of course, be brought before the executive, in which case it will receive immediate and most careful consideration.

"But the defendants had a perfect right to prosecute their appeal, and if unsuccessful in the final court, then to ask a pardon or commutation. But as long as they are prosecuting an appeal, then the President has nothing to do with the matter. The President has already instructed the department of justice to keep him fully informed as to the progress of the case, so that in the event of its becoming proper for him to act, he may have at his disposal all of the facts, which will enable him to decide whether there was justification for the sentence, and whether if there was justification for some punishment, the sentence is or is not altogether too severe. But at present the President has no more to do with the case than with the case of the \$29,000,000 fine imposed by Justice Landis on the Standard Oil Company which is also on appeal, and concerning which the President has also been repeatedly asked to interfere by well-meaning persons."

President of Union Sentenced for Conspiracy.

Francisco Yannicola, president of the lamplighters' Union, New York was sentenced to the penitentiary recently for one year for conspiracy. Evidence was adduced that Yannicola, fearful that he was about to lose his position, urged the lamplighters employed by the Welsback Street Lighting Co. to go on strike last August and commit acts of violence.

THE LABOUR GAZETTE

FEBRUARY, 1909.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF JANUARY, 1909.

I.—GENERAL SUMMARY

THE tendency towards a general increase in industrial and trade activity noted during the past three months was continued during January, though no pronounced or far-reaching change occurred in any particular branch or locality. Farmers had, on the whole, a good month for the marketing of grain and produce, and lumbermen will make a larger cut than was at first anticipated, market prices having been upward. Fishing and mining were quiet from seasonal causes, but railway construction was active for the time of year, and a very busy spring and summer season is expected, over 4,000 miles of line being projected. The comparative lightness of the snowfall diminished the amount of work usually available at this season for unskilled labour, though the general situation with regard to unemployment compared very favourably with the corresponding period of 1908. Unusually cold weather during the first half of the month hampered industry, especially in western Canada and in localities dependent upon water power. Some scarcity in the fuel supply also occurred in western Canada, but had been met by the end of the month. Ice harvesting gave work to large numbers of men.

The business outlook for 1909 is regarded as decidedly more favourable than at the corresponding period of 1908, a conservative hopefulness being expressed by most manufacturers and

wholesalers with regard to the immediate future.

Labour conditions in British Columbia are much more favourable during the present winter than at the corresponding period of 1907-08, when large numbers of unemployed from the United States overstocked the market at Vancouver and other points.

Changes in Wages and Hours of Labour.

The following is a statement by industries and groups of trades of the more important changes in wages and hours of labour, information concerning which was received at the Department during January:—

Lumbering.—The wages of sawmill hands at Etchemin, Que., were reduced from 14 to 12 cents per hour.

Printing trades.—News and job printers and pressmen at Hamilton, Ont., received an increase in wages. (*)

Metal trades.—A number of the employees of the Singer Sewing Machine Company at St. Johns, Que., had their wages reduced 20-25 per cent.

Textile trades.—During the month of January, the Federation of Textile Workers of Canada presented a petition to the management of the Dominion Textile Company requesting a restoration

(*) For full details see report of Hamilton, Ont., correspondent.

of the ten per cent. cut in wages enforced by the company in May last, a reduction in hours of labour from 60 to 55 per week, and the abolition of an alleged "black list."

Food and tobacco preparation.—Maltsters at Toronto, Ont., renewed an agreement for three years without change as to wages or hours. Under the old agreement, wages were from \$12.50 to \$15.00 per week and nine hours per day.

Railway construction.—Transitmen and chainmen on railway construction out of Prince Rupert, B. C., had their wages reduced.

Cost of Living.

Prices were generally firm during January. Butter and eggs continued very dear, and grain prices were steady. Hay and straw, however, were easier. Meats were somewhat lower than last year, but poultry continued very high. The cold weather caused fuel prices to advance, especially in Western Canada, where some scarcity of coal was experienced. Metal prices showed little change, being firm in tone. Lumber was higher, having advanced \$2.00 per thousand feet on common grades in Vancouver, and being very firm at other points. Rentals were on lower levels in some localities than in 1907-08.

Interruptions to Industry.

The number of trade disputes in existence in Canada during January was one more than in the previous month, and there was an increase of about 2,859 in the number of working days lost. Compared with January, 1908, there was a decrease of 6 in the number of disputes, and of about 21,175 in the number of working days lost.

Among industrial and other establishments destroyed by fire or through other causes during January, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scotia.—Departmental store at Berwick; clothing store and stock at Amherst, loss, \$15,000; the roof of the large car shed at Amherst was blown off in a storm on January 6; piggery and 17 pure bred Berkshires at Amherst; public building at Annapolis Royal, loss, \$2,000; bank head at Glace Bay, loss, \$1,500

carpenter's shop, a barn at Guysboro; theatre and 2 residences at Sydney, loss \$12,000.

On January 18 the fishing schooner James W. Cousins went ashore off Pubnico and became a total wreck, loss, \$6,000. Gales and torrential rain falls caused heavy damages in Nova Scotia and New Brunswick, damaging bridges and causing washouts on railways, seriously delaying traffic.

New Brunswick.—Hotel and blacksmith's shop at Campbellton, loss \$8,000; post office and general store at Florenceville, loss, \$1,500; asylum at St. John, loss, \$50,000; provincial government's bridges and other public works throughout the province, \$100,000; furniture factory at St. Stephen, loss, \$17,000.

Quebec.—Sawmill at Baie du Fèvre; church at Coteau du Lac, loss, \$60,000; butcher shop at Labelle, loss, \$2,000; asbestos factory at Lachine, loss, \$40,000; yacht factory at Maisonneuve, loss, \$1,500; At Montreal, store, \$2,000; school house, loss \$6,000; Grand Trunk work shop, loss, \$8,000; fixe stores, loss, \$8,000; rubber factory, loss, \$8,000; City Furnishing Company's establishments; drug warehouse, loss, \$20,000; printing office, loss, \$4,000; biscuit factory, loss, \$10,000; Bonaventure railway station, loss, \$4,500; motor garage and 40 automobiles, loss, \$130,000; cold storage warehouse, loss, \$2,000. Boarding house and store at Quebec, loss, \$50,000; church at Rivière Rortneuf; sawmill at St. Faustin; church at St. Timothé, loss, \$85,000; sawmill at Thetford Mines, loss, \$7,000; store at Ville St. Louis, loss, \$2,000. Barn at North Hatley.

A severe sleet and wind storm in the last week in January caused heavy damages to telephone and telegraph lines and caused serious delay in railway traffic, in western Quebec and eastern Ontario.

Ontario.—Coal shute and contents at Blenheim, loss, \$8,000; box factory at Brantford, loss, \$10,000; hotel and three stores at Coldwater, loss, \$25,000; two business blocks at Gananoque, loss, \$104,000; the barge Tecumseh at Goderich, loss, \$15,000; 33,000 bushels of charcoal at Hamilton; toll gate house at Holland Landing; mill at Holstein, loss, \$4,000; wagon shop at Ingersoll; printing office at Kemptville; street car barns and broom factory at Kingston, loss, \$25,000; church at Micksburg; hotel and two dwellings at Niagara Falls, loss, \$5,000; casket factory at London, loss, \$200,000; factory at New Hamburg, loss, \$1,000; drug store at North Bay, loss, \$8,000; six small stores at Port Arthur, loss, \$7,000; blacksmith's shop at Port Dalhousie; furniture factory at St. Mary's, loss, \$2,000. At Toronto, three stores; stable and two horses and vehicles; motor garage and store; laundry, loss \$6000; coal and woodyard, loss, \$20,000. Boarding house at Vermillion Bay; out buildings and contents at Welland port, loss, \$1,700; collapse of railway water tank at Woodstock.

Manitoba.—Wholesale warehouse at Brandon, loss, \$75,000; pool room at Cartwright, loss, \$3,500; railway stores warehouse at Dauphin, loss, \$6,500; school house at Dauphin, loss, \$12,000; business portion of Emerson, loss, \$120,000; business block at Gladstone; business block at Killarney, loss, \$10,000; business block at Rossburn, loss, \$30,000; store at Winnipeg, loss, \$6,000; warehouse at Winnipeg, loss \$50,000.

Heavy snowstorms in the opening week of January extending over Manitoba, Saskatchewan and Alberta considerably delayed traffic on the railways.

Saskatchewan.—Livery barn at Lang, loss, \$4,000; lumber shed and office at Prince Albert, loss, \$20,000; Canadian Pacific oil warehouse at Regina; hotel at Star City, loss, \$5,000; three stores at Saltcoats; grist mill and elevator at Whitewood, loss, \$12,000.

Alberta.—Elevator and warehouse at Calgary, loss, \$80,000; three business blocks at Medicine Hat, loss, \$400,000; business block at Taber, loss, \$60,000; business block at Wetaskiwin, loss, \$70,000.

British Columbia.—Business portion of Fort Essington, loss, \$100,000; warehouse at Revelstoke; engineering works at Rossland, loss, \$10,000; furniture store at Vancouver, loss, \$70,000; elevator at Vancouver, loss, \$200,000.

The S. S. *Venture* laden with 7,000 cases of salmon, was burnt to the water's edge at Prince Rupert, loss, \$100,000. The motor lifeboat *Ramfield Creek* owned by the Dominion government and valued at \$15,000 was wrecked on Robbery Island in Barkley Sound, B. C.

The total fire loss of Canada in 1908 is estimated at \$22,053,550.

The first two weeks of the year were very cold throughout western Canada, and a scarcity of fuel was reported at certain points where a lack of cars occurred for coal delivery. The Alberta mines were working, in some cases, double shifts, to supply the demand and orders for domestic consumption in the prairie provinces were given the preference. No complaints were received from the province of Manitoba. Elsewhere in Ontario and British Culumbia, the weather caused some loss of time in industries dependent upon water power.

Conditions in the Industries and Trades.

Conditions of employment during January in the several industries and trades throughout Canada, as indicated by the reports of correspondents to the *Labour Gazette*, and by information received at the Department from other sources, may be briefly summarized as follows:—

Agriculture.

The usual midwinter conditions prevailed among agriculturists. Work was confined to the marketing of produce, the cutting and hauling of cordwood, and the care of stock. Good snow roads facilitated the movement of produce, though in southern Ontario the roads were unsuitable for travel during a part of the month. Some ploughing was done in southwestern Ontario. Rain during the second half of the month relieved the water famine which has prevailed over a considerable area in Ontario and Quebec. The benefit of this was particularly felt by stock raisers, who have had, on the whole, an exceptionally favourable year, especially in western Canada. Prices remained high, though meats were somewhat lower. In Nova Scotia the dullness in the lumbering industry affected the demand for food products. Winter wheat was reported as coming through well in Alberta and in most sections of Ontario.

The secretary of the Northwest Grain Dealers' Association issued the following estimate of the extent of the western crop of 1908:—

Wheat.		Bushels.
Inspected to date 51,581 cars of 1,050 bushels each.....		54,162,050
In store at country points.....		14,177,100
In farmers hands after allowing for seed and feed.....		8,389,000
In transit, not inspected.....		450,000
Marketed at Winnipeg.....		150,000
Allowed for seed.....		12,000,000
Allowed for country mills.....		8,000,000
		97,326,150
Coarse Grains.		
In store at country points		
Oats.....		2,081,100
Barley.....		269,680
Flax.....		356,000
In farmers hands after allowing for seed and feed.		
Oats.....		4,295,000
Barley.....		570,000
Flax.....		225,000

According to a return of the provincial government issued in January, the total grain crop of Manitoba during 1908 amounted to 113,058,188 bushels, compared with 99,010,285 bushels in the previous year. The total yield of wheat is placed at 49,252,539 bushels, an average of 17.28 bushels per acre. The total area under grain was given at 4,818,611 acres, and the area under all crops at 4,987,498 acres. There were 2,287 threshing outfits in operation during the year, and 69 per cent. of the wheat had been marketed by December, 1908. The total area prepared for the crop of 1909 was 2,273,802 acres, compared with 1,843,016 acres a year ago.

The annual report of the Secretary of Agriculture for Nova Scotia showed that 1908 had been a most satisfactory year. The following estimate of the yield is given:—

Crop	Acreage	Yield per	
		Acre.	Total.
		Tons.	Tons.
Hay.....	640,000	1.6	1,024,000
	Acre.	Bus.	Bus.
Oats.....	135,000	30	4,050,000
Wheat.....	20,600	20	412,000
Barley.....	9,700	23	223,100
Buckwheat.....	18,000	31	558,000
Beans.....	3,100	18	55,800
Peas.....	1,500	19	28,500
Potatoes.....	44,000	200	8,800,000
Turnips, mangels and carrots	18,000	475	8,550,000
		Acre.	Tons.
Forage crops and fodder corn	3,000	10	30,000
Apples for home and foreign consumption,			600,000
barrels,			

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue, several trades and industries throughout the Dominion. This table has references only to the amount of employment headings in the *Gazette*. In tabulating the information in question, the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural operations.	Fishing.	Lumbering (including saw-milling.)	Mining.	Manufacturing.	Railway construction.	Building Trades.
<i>Nova Scotia</i> —							
1—Sydney.....	Quiet	Quiet	Active	Quiet	Busy		Quiet
2—Westville.....			Quiet	Active	Active		Dull
3—Halifax.....	Dull	Quiet	Dull		Quiet		Dull
4—Amherst.....	Quiet	Active	Dull	Busy	Active		Quiet
<i>Prince Edward Island</i> —							
5—Charlottetown.....	Active	Active			Active		Dull
<i>New Brunswick</i> —							
6—Moncton.....		Quiet	Quiet		Active	Busy	Quiet
7—St. John.....			Quiet				Dull
8—Newcastle.....	Quiet	Quiet	Quiet				Active
<i>Quebec</i> —							
9—Quebec.....	Active		Active				Quiet
10—Sherbrooke.....			Active		Active		Quiet
11—Three Rivers.....	Busy	Quiet	Active		Active	Active	Very busy
12—St. Hyacinthe.....	Active				Active		Quiet
13—St. Johns.....	Active				Active		Dull
14—Maisonneuve.....					Quiet		Active
15—Montreal.....					Quiet		Dull
16—Hull.....				Quiet	Dull		Dull
<i>Ontario</i> —							
17—Ottawa.....	Active		Quiet		Quiet		Quiet
18—Kingston.....		Dull	Dull	Dull	Active	Dull	Quiet
19—Belleville.....	Busy	Active	Active	Active	Active	Quiet	Active
20—Peterborough.....	Active		Quiet		Active		Quiet
21—Toronto.....	Dull				Quiet		Quiet
22—Niagara Falls.....	Active		Active		Active		Quiet
23—St. Catharines.....					Active		Quiet
24—Hamilton.....	Quiet				Quiet		Active
25—Brantford.....	Quiet				Active		Quiet
26—Guelph.....					Active		Very dull
27—Berlin.....	Busy		Active		Active		Quiet
28—Woodstock.....	Active				Active		Quiet
29—Stratford.....	Active				Active		Quiet
30—London.....					Very dull		Dull
31—St. Thomas.....	Active				Active		Quiet
32—Chatham.....	Quiet				Quiet		Dull
33—Windsor.....	Quiet				Active		Active
34—Sault Ste. Marie.....	Dull	Dull	Dull	Dull	Active		Quiet
<i>Manitoba</i> —							
35—Winnipeg.....			Quiet		Quiet		Quiet
36—Brandon.....					Quiet		Very dull
<i>Saskatchewan</i> —							
37—Regina.....	Busy						Dull
38—Moose Jaw.....							Quiet
<i>Alberta</i> —							
39—Calgary.....					Active		Dull
40—Edmonton.....				Quiet		Busy	Dull
41—Lethbridge.....				Active	Active		Dull
<i>British Columbia</i> —							
42—Nelson.....			Dull	Active			
43—New Westminster.....	Active	Quiet	Quiet			Active	Dull
44—Vancouver.....	Active	Dull	Dull				Dull
45—Victoria.....	Active		Active	Active			Active
46—Nanaimo.....	Quiet	Active	Quiet	Quiet			Quiet

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES G., No. 59.

CANADA DURING THE MONTH OF JANUARY, 1909.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken to wage changes; trade disputes and kindred phenomena are treated under separate order indicating in each the degree to which general conditions were favourable or unfavourable, as follows: (1) active.

	Metal, En- ginnering, Ship- building.	Wood- working.	Printing and Allied Trades.	Clothing.	Food and Tobacco preparation	Leather.	General Transport.	Miscella- neous.	Unskilled Labour.
1—	Active	Quiet	Active	Quiet	Active	Quiet	Quiet	.....	Quiet
2—	Active	Active	.....	.....	Active	.....	.....	Active	Quiet
3—	Quiet	.....	Active	Quiet	Active	.....	Quiet	.....	Dull
4—	Dull	Quiet	Active	Busy	Active	Busy	.....	Active	Quiet
5—	Active	Active	Active	Active	Active	Active	Quiet	Active	Dull
6—	Active	Active	Active	Quiet	Active	Quiet	Active	Active	Quiet
7—	Active	Quiet	Active	Active	Active	.....	Active	Active	Dull
8—	Active	.....	.....	.....	Busy	.....	.....	.....	Dull
9—	Quiet	Dull	Quiet	Active	Active	.....	Quiet	Dull	Very dull
10—	Active	Active	Active	Active	Quiet	.....	Quiet	Active	Active
11—	.....	Active	Active	Active	Active	Quiet	Active	Active	Busy
12—	Active	Active	Active	Active	Active	Busy	Active	Busy	Active
13—	Quiet	.....	Active	Dull	Active	.....	Busy	Active	Dull
14—	Quiet	Active	Quiet	Quiet	Active	Quiet	.....	Active	Dull
15—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
16—	.....	.....	.....	.....	.....	.....	Dull	Quiet	Very dull
17—	Active	Active	Busy	Active	Quiet	Quiet	Active	.....	Dull
18—	Active	Active	Dull	Dull	Dull	Active	Quiet	.....	Very dull
19—	Active	Active	Busy	Active	Active	Active	Quiet	Active	Dull
20—	Quiet	Quiet	Active	Quiet	Active	.....	Active	Quiet	Dull
21—	Quiet	Quiet	Active	Quiet	Active	Quiet	Active	Active	Dull
22—	.....	Dull	.....	Dull	Active	.....	Active	Dull	Dull
23—	Active	Quiet	Active	Active	Active	Active	Active	Active	Quiet
24—	Dull	Dull	Active	Quiet	Quiet	.....	Active	Quiet	Very dull
25—	Quiet	Active	Active	Active	Active	Active	Active	Active	Dull
26—	Active	Active	Active	Active	Quiet	.....	.....	.....	Dull
27—	Active	Quiet	Active	Active	Active	Busy	Active	Active	Quiet
28—	Active	Active	Active	Quiet	Active	Active	Quiet	Active	Active
29—	Active	Active	Active	Active	Active	Quiet	Quiet	Active	Very dull
30—	Quiet	Quiet	Active	Dull	Quiet	Active	Quiet	.....	Very dull
31—	Active	.....	Quiet	.....	.....	.....	.....	Quiet	Quiet
32—	Active	Active	Quiet	.....	.....	.....	.....	Quiet	Dull
33—	Active	Active	Active	Active	Busy	Active	Active	Active	Active
34—	Quiet	Quiet	Quiet	Quiet	Quiet	.....	.....	.....	Dull
35—	Quiet	Quiet	Active	Active	Quiet	Active	Quiet	Dull	Dull
36—	Dull	Quiet	Active	.....	Active	.....	.....	Active	Very dull
37—	Dull	.....	Active	.....	Busy	.....	.....	Active	.....
38—	Active	.....	Active	Active	.....	.....	Active	Active	Quiet
39—	.....	.....	Active	Dull	Active	Active	.....	Active	Very dull
40—	.....	.....	.....	.....	.....	.....	.....	.....	Very dull
41—	Active	Active	Active	Dull	Active	.....	Active	Active	Dull
42—	.....	.....	.....	.....	.....	.....	.....	Dull	Dull
43—	Quiet	Quiet	Quiet	Quiet	Active	Dull	Quiet	.....	Very dull
44—	Dull	Dull	Dull	Dull	Quiet	Quiet	Active	Dull	Very dull
45—	Active	Active	Active	.....	.....	.....	.....	Active	.....
46—	Active	Active	Quiet	.....	.....	.....	Quiet	.....	Dull

Live stock was reported to be in better condition than for some years past. In the dairying branch, the cheese output was the same as in 1907, but the make of butter was slightly larger. The fruit yield was 97 per cent. of that of 1907, but the quality was much superior, and the shipments will probably exceed those of last year. With regard to wages and the supply of labour, of 74 correspondents who have replied to questions, 33 state that labour was more scarce than usual; 32 report labour more abundant; 14 report labour supply about same as for past few years. Farmers are paying from \$12.00 to \$25.00 per month, with board, for yearly engagements; from \$25.00 to \$35.00 in summer, per month without board, and from \$1.00 to \$1.25 per day with board in the busier seasons. On the smaller farms, which are the most numerous class, very little labour is hired except at haying time.

A comparative statement of apple shipments from Nova Scotia during 1907 and 1908 is as follows: Up to Jan. 1st, 1907, Nova Scotia shipped 233,096 barrels. Same date in 1908 shipments amounted to 335,000, an increase for present shipping year of 101,904 barrels. After Jan. 1st, 1907, to the end of the shipping season, there were shipped 204,981 barrels. For the remainder of this season (1908-09) it is estimated that there remains to be exported about 200,000 barrels. The largest crop ever exported in the history of the apple trade was in 1903, when 3,634,972 barrels were exported, 594,635 barrels being shipped by Halifax and St. John, N. B.

Winter apples have recently advanced in price, the supply in the dealers' hands being small.

The shortage in milch cows throughout Ontario and Quebec, and the drought which started in July, was responsible for a reduction in the year's make of Canadian cheese, which is estimated at 10 per cent. Prices have ruled high throughout the season, but owing to the shortage of feed, the cost of production was greater than for some years. The advance in prices was the result of the shortage the world over. The shortage in this season's make is indicated by the

falling off in the receipts at Montreal, which totalled 1,942,260 boxes, as compared with 2,045,552 boxes last year. Total shipments from Montreal were 1,791,005 boxes, which left at the close of navigation a surplus of receipts over shipments of 151,255 boxes. It was estimated that stocks west of Montreal amounted to about 75,000 boxes, making the stocks in store in all Canada about 225,000 boxes, which were considerably less than those reported at the close of last season.

Exports of dairy produce from Montreal, Que., were as follows:—

	1908	1907	1906
Cheese, boxes....	1,785,696	1,975,932	2,258,357
Butter, packages	93,416	64,362	363,762
Eggs, cases.....	10,740	28,160	69,803

In general country products some increase of exports is shown in certain lines over 1907, but the figures are generally below those for 1905 and 1906, as shown below:—

	1908	1907	1906
Cattle.....	99,830	91,103	128,160
Meats, cases....	207,709	199,320	229,468
Lard, barrels....	410,964	351,240	357,286
Leather, rolls....	11,276	13,850	14,753
Apples, barrels...	225,821	585,554	363,655

A report submitted to the Saskatchewan legislature with reference to provincial hail insurance revealed a deficit in the working of the act in 1908 amounting to \$130,855. The number of contracts entered into was 6,049, covering approximately 850,000 acres. The number of persons to whom claims were paid was approximately 1,350. The total expenditure amounted to \$276,487. In Alberta, also, hail insurance has proved a loss to the provincial treasury. It was stated that both governments would not in future undertake hail insurance risks.

The Canadian Society of Equity and the Alberta Farmers' Association were amalgamated during January. The united body will be known as The United Farmers of Alberta. The membership is estimated at about 5,000 farmers.

Among the more important meetings of agriculturists held during January were the following:—

The Eastern Ontario Dairymen's Association held its annual convention at

Prescott, Ont. The annual convention of the Western Ontario Dairymen's Association was held at Brantford, Ont. The annual convention of the Quebec Dairy Society was held at Victoriaville, Que. The annual meeting of the Eastern Townships Dairy Association was held at Cowansville, Que., on January 11. The Manitoba Grain Growers' Association held its annual session at Brandon, Man., on January 18. The first annual meeting of the Nova Scotia Farmers' Association was held at Digby, N. S., on January 26-27. A meeting of the directors of the Niagara Peninsula Fruit Growers' Association was held at St. Catharines, Ont., on January 26. The annual meeting of the Maritime Stock Breeders' Association was held at Truro, N. S., January 7, 1909. The Maritime winter fair was stated to have been a success, and some additional facilities were recommended. Officers were elected. At a meeting of the Farmers' Institute of West Northumberland, Ont., a resolution was passed urging the provincial government to establish forest reserves in various parts of the province, and particularly in the riding of West Northumberland, where certain waste lands are available for the purpose. The annual meeting of the Guelph Poultry Association, which has an active membership of nearly 100, and which holds monthly meetings throughout the year, was held during January.

Fishing.

The month was a quiet one in the Maritime provinces. Rough weather off the Nova Scotia coast diminished the catch, and some damage to lobster traps resulted. Smelts and eels were taken in fair quantities in some localities, and some heavy catches of bass were reported by New Brunswick fishermen. Preparations for the opening of the lobster season gave some employment.

On the great lakes, some fair catches of rough fish were reported.

In British Columbia, herrings were plentiful off Nanaimo, and some large catches were made daily by Japanese fishermen. The take of whales on the inside coast of Vancouver Island has fallen off. The general manager of the

British Columbia Packers' Association reported the total pack of the 14 canneries operated by the association in 1908 to be as follows: Springs, 7,707 cases 1-pound talls, 470 cases 1-pound flats, 40 cases half-flats; sockeyes, 32,094 cases 1-pound talls, 30,239 cases 1-pound flats, 30,854 cases half-flats, 842 cases ovals, 178 cases half-ovals; cohoes, 26,546 cases 1-pound talls, 3,775 cases 1-pound flats, 3,852 cases half-flats; pinks, 12,383 cases 1-pound talls, 156 cases half-flats; total, 150,744 cases, against 139,805 in 1907, of which 89,160 cases were sockeyes. Each case contains 48 tins.

Lumbering.

There was no pronounced change in trade conditions during the past month, though the tendency was in the direction of a general improvement. Prices have been firm to upward, and the demand increasing. Operations in the woods in eastern Canada have proceeded under exceptionally favourable weather conditions, the snowfall having been ample for yarding purposes, and not of sufficient depth to cause inconvenience. The hauling of logs to the streams had been begun in some districts; in Ontario, the work was delayed by bad roads. The cut will be larger than was expected at the beginning of the season, though the market for pulp wood remains dull.

In western Canada, conditions were somewhat similar, the lumbering trade remaining generally quiet, though with an improved tone. There was a scarcity of logs in British Columbia, and prices stiffened. Lumber also showed an upward tendency, though there was practically no market for British Columbia timber in the prairie provinces.

The Alfred Dickie Lumber Company's properties in Nova Scotia were sold during January for \$1,567,500.

A conference was held between members of the government of New Brunswick and certain lumbermen with reference to proposed legislation affecting the lumbering industry.

At the annual meeting of the British Columbia Timber and Forestry Chamber of Commerce, a committee was appointed for the purpose of making recommenda-

tions with respect to forest preservation.

A petition was presented asking the government of British Columbia to restore the hand-logging license system as follows:—

"That on March 7th, 1908, by an amendment to the Land Act the privilege granted to handloggers was curtailed so as to apply only to lands lying north of Rivers Inlet and on the West Coast of Vancouver Island, and that it is impossible to log successfully in these districts on account of the great distance from available markets; that there are approximately 1,500 handloggers idle in the Province, the majority of whom have capital invested in outfits amounting to from \$500 to \$3,000; that there are large districts of country throughout the Province which can only be logged successfully by handloggers on account of the inaccessibility of the timber, and these districts can not be logged with logging engines so that the timber will never be removed unless cut by handloggers; that the merchants of this Province have suffered severely from the licence of handloggers being curtailed as aforesaid as these handloggers purchased annually a very large quantity of supplies."

Mining,

Dullness prevailed in the coal industry in Nova Scotia, especially in the Cape Breton collieries, where considerable unemployment was reported. On the mainland, and particularly in the Springhill district, operations were actively carried on. The majority of operators regard prospects for 1909 as favourable, though activity is not expected before the opening of navigation.

The Dominion Coal Company reported sufficient orders on hand to keep the mines operating half-time during the winter months. There are upwards of 6,000 miners on the pay-roll of the company at present.

An approximate estimate of shipments from the Nova Scotia collieries in 1908, compared with those of the preceding year, is as follows:—

	1907 Tons.	1908 Tons.
Dominion Coal Company.....	3,156,000	3,200,000
Nova Scotia Steel & Coal Co. . .	630,000	640,000
Acadia Coal Company.....	322,000	320,000
Cumberland Ry., & Coal Co.	276,000	350,000
Intercolonial Coal Company....	274,000	240,000
Inverness Ry. & Coal Co.	243,000	260,000
Port Hood.....	64,000	100,000
Other companies.....	150,000	150,000
	5,115,000	5,260,000

Conditions in the asbestos and mica mines of Quebec were unchanged from December; the former remained fairly active for the season, and the latter dull.

Total shipments from Cobalt, Ont., during 1908, approximated 20,000 tons, about 50 per cent. of an increase over the returns of 1907. Dividends paid or declared by the Cobalt mines up to the beginning of 1909 approximated \$11,171,000. There are now 30 shipping mines at Cobalt, Ont., 10 of which began shipping during 1909. Some important discoveries of natural gas were made in the neighbourhood of Toronto, Ont.

A number of mines and smelters in the Kootenay district, B. C., were closed down for a time during January for want of electric energy, the cold weather having interfered with the water power.

Notwithstanding the curtailed activity in mining during the past year, ore tonnages from the Phoenix, B. C., camp have shown a large increase as a result of improved shipping facilities and increased tonnages from the Granby properties. Boundary mines during 1908 shipped over 1,500,000 tons of ores, as compared with 1,148,237 in 1907. Through economy in the mining methods, fewer miners are now employed in the camp than in 1907.

The western collieries had an active month in Alberta and the Crow's Nest Pass, but were somewhat quiet on Vancouver Island. A deputation of the Western Coal Operators' Association of Southern Alberta and Eastern British Columbia waited on the provincial cabinet of Alberta to ask certain amendments to the Workmen's Compensation Act. The requests of the deputation included a change in the amount of compensation in the case of a fatality from \$1,800 to \$1,500.

Manufacturing.

The tendency towards more active conditions noted during November and December was continued during January, and in several branches and localities hours were lengthened and working staffs increased. The change, however, was nowhere of a pronounced character, though a steady forward process is generally anticipated.

Cement production in Canada during 1908 was estimated at 47,000,000 bar-

rels, about two thirds of the capacity of existing plants.

The Maple Leaf Milling Company's flour mill at Kenora, Ont., which was destroyed by fire in January, 1908, began working again during the past month. The mill has a capacity of 5,000 barrels daily, and is operated, headed and lighted by electric ty.

Railway Construction.

Several thousand men were at work along the line of the National Transcontinental Railway, the activity being most pronounced in New Brunswick and British Columbia. Rock cutting and bridge building were continued elsewhere, and some large shipment of supplies were forwarded in anticipation of the active resumption of work in the spring.

It is expected that the amount of work in progress during the coming season will be larger than in any previous year. There are at present under contract over 4,000 miles of railway, and upwards of \$90,000,000 will be required to complete the undertakings now in hand.

At the close of 1908, the total mileage of all railway companies operating in western Canada was estimated at 10,751 miles, distributed as follows:—

Canadian Pacific Railway Company.....	6,160 miles
Canadian Northern Railway Company.....	3,119 "
Grand Trunk Pacific Railway Company....	854 "
The Great Northern Railway Company....	624 "

The new mileage which has been added to the various lines during the year is distributed among the Canadian Pacific, the Canadian Northern and the Grand Trunk Pacific. The Canadian Pacific added 826 miles, Canadian Northern Railway, 245, and the Grand Trunk Pacific completed and brought under operation 854 miles.

It was stated that the Canadian Pacific Railway would build new branch lines in the prairie provinces 300 miles in length, and costing \$6,000,000, during 1909. A branch running northward from Lethbridge, Alta., a branch from the main line of the Lacombe-Tuxford line, a branch from Wyburn westward, and a branch from Saskatoon to Wetaskawin are among the new works projected by the company. In Ontario, the company

will construct a branch line from Coldwater to Peterborough, and extend the double tracking between Toronto and Montreal.

A number of bills were brought down during January in the Saskatchewan legislature to grant government assistance to railway development in that province. About 700 miles of branch lines of the Canadian Northern and Grand Trunk Pacific Railways will be assisted under a guarantee of bonds to the extent of \$13,000 per mile.

The lines of the Grand Trunk Pacific Railway which will be assisted are as follows:—

(1) A line from a point on the western division of the Grand Trunk Pacific railway in the vicinity of township 22, range 6 west of the second meridian, to Yorkton, a distance of about 40 miles.

(2) A line from a point on the western division of the G. T. R. railway, between the 108th and 109th degrees of longitude, to Battleford, a distance of about 45 miles.

(3) A line from a point on the western division of the G. T. P. railway, in the vicinity of township 22, range 6 west of the second meridian, to Regina, a distance of about 110 miles.

The first of these lines is from Melville to Yorkton and the third from Regina to Melville, thus providing for a complete line from Regina to Yorkton.

The Canadian Northern lines included in the above are as follows:—

(1) Part 1—A line from Craven on the Craven branch of the Qu'Appelle, Long Lake and Saskatchewan; thence in a generally northern direction west of Last Mountain lake to a point on the Prince Albert branch of the Canadian Northern railway between Adam's Ferry and Brancepeth.

(2) A line from a point on the Qu'Appelle, Long Lake and Saskatchewan railway between Aylesbury and Davidson; thence in a generally westerly and north-westerly direction to a junction with the Goose Lake branch of the Canadian Northern railway in or near range 16 west of the third principal meridian, a distance of about 120 miles.

(3) A line from a point on the line mentioned in paragraph 1 of the second part of the schedule; thence in a southerly direction to or near the Souris coal fields near Roche Perce, of distance of about 25 miles.

Second Part (1) A line from a point on the Canadian Northern railway in or near Maryfield; thence in a generally northwesterly and westerly direction to or near range 17 west of the second principal meridian, a distance of about 135 miles.

(2) A line from a point on the main line of the Canadian Northern railway at or near Dalmeny; thence in a generally and northwesterly direction for a distance of 45 miles or thereabout.

3 A line from a point on the Canadian Northern in or near North Battleford; thence in a generally northwesterly direction for a distance of 40 miles or thereabout.

Some important extensions by the Canadian Northern Railway Company in Alberta were arranged for during January.

A feature of railway extension in Western Canada is the efforts that are made to settle new region as soon as transportation facilities are given. It is expected that on the Grand Trunk Pacific line upward of 100 towns will be located next year between Winnipeg and the Rocky Mountains, each about 8 miles apart, while 35 new towns will be plotted on the Mountain division. On the Canadian Northern, 30 towns will be created, and on the Canadian Pacific Railway, 35, all providing centres from which immigrants may proceed into the new territory, as well as furnishing marketing points for their produce.

The Canadian Pacific and Grand Trunk Pacific Railways placed orders in Montreal, Que., during January, for 55 locomotives to be delivered before the end of May. This will give immediate employment to a large number of men, and is regarded as reflecting the revival in business conditions which is in progress.

The new shops of the Intercolonial Railway at Moncton, N. B., are now approaching completion. They consist of 13 separate buildings, including a gas-producing plant, power house, boiler shop, freight car repair shop, planing mill, smiths' shop, engine erecting shop, boiler erecting shop, passenger car repair shop, paint shop and stores and office buildings. One hundred and fifty separate electric motors of from 2 to 50 horsepower each have been installed in the shops.

General Transport.

Railway traffic was of fair volume. In western Canada, less grain has been coming forward than immediately prior to the close of navigation, but shipments were for the season were heavier than in any previous year, favourable weather having assisted in the movement. The outlook is for a very busy winter on all-rail traffic. The earnings of the Canadian Pacific and Canadian Northern railways have shown an increase but the Grand Trunk Railway has been affected by the cattle embargo. Shipments of general merchandise were fair.

From January 1, the management of the Intercolonial Railway, in applying

a policy of retrenchment in expenditures, reduced the working time in all shops throughout the system from 10 to 8 hours per day. By an understanding between the Department of Railways and Canals and the different organizations affected it is provided that when a reduction of expenditures is found necessary, the Department, before reducing the force, shall reduce the working day as above. A number of trains were also discontinued during January. It was announced that the reduction in time was merely temporary, and that in a month or so full time would be restored.

Railway car shops became considerably more active. The Grand Trunk shops at London, Ont., opened up with 459 men on the pay roll.

The season of navigation at the port of Montreal, which closed with the sailing of the last steamer on November 26, 1908, showed a falling off compared with the previous year. There was a large decrease in westbound passenger travel, especially in the second and third-classes. Freight cargoes were difficult to obtain, although a large quantity of wheat was shipped from Montreal, 7,000,000 bushels more of wheat having passed through the Lachine Canal than in 1907. Customs receipts on imports showed a decline of \$3,000,000. The number of ocean vessels arriving in port was 739, one less than last year, but there was an increase in tonnage of 34,129. Harbour revenues showed an increase. There was a decrease in the number of longshoremen working on the wharves, the daily average of men working being 669, compared with 786 in 1907. Total grain exports amounted to 31,421,082 bushels compared with 32,783,018 in 1907. There was a gain of over 7,000,000 bushels in wheat, but a loss of nearly 4,000,000 bushels in oats, and of over 4,000,000 bushels in corn. The export of live stock during the year amounted to \$7,971,134, an increase of \$34,537. The number of sheep exported was 10,111, a decrease of 1,474. The average price of hay supplied cattle on vessels was \$4.00 per ton less than in 1907. The average price paid attendants was \$10.00 compared with \$15.00 per month last year.

According to final statistics, Montreal occupies the fifth place in the list of North American ports in volume of shipping, being outranked only by New York, Boston, New Orleans and Galveston, in the order named, notwithstanding the fact that whereas Montreal is open to navigation for only seven months of the year, the others are open all the year round.

Winter port business at Halifax, N.S., has been somewhat light, but at St. John, N. B., the month was a busy one.*

The report of the Board of Harbour Commissioners of Toronto, Ont., showed that the number of vessels arriving during 1908 was 3,330, or 333 less than in 1907. Receipts for the year were \$12,827 and expenses \$6,286. Receipts of coal were 148,678 tons, or 7,237 less than in 1907. There were 84 vessels wintering at Toronto, of 22,757 tons register.

The Canadian Pacific Railway Company inaugurated a rate of 22½ cents per 100 pounds on grain from all points in Alberta to the Pacific coast. The new rate is expected to increase the quantity of grain marketed via Vancouver, B. C.

A new office, intended to facilitate the handling of grain in western Canada, has been created by the Canadian Pacific Railway, namely, the office of General Train Agent, whose duties will be to bring the grain handling facilities into more complete unification.

According to a report issued by the Warehouse Commissioners at Winnipeg, Man., the entire elevator capacity west of the great lakes, at the end of 1908, was 42,812,400 bushels, as against 39,734,000 bushels in 1907. Terminal storage at Fort William and Port Arthur amounted to 18,852,700 bushels, to which must be added 1,300,000 bushels storage in mill elevators at Keewatin. The grand total of elevator capacity west of the great lakes was, accordingly, 62,965,100 bushels, as compared with 58,482,300 in 1907. Manitoba has 678 elevators and 15 warehouses, with a capacity of 20,558,500 bushels, as against 20,983,000 in 1907. Saskatchewan has 607 elevators and 14 warehouses, with a capacity of 17,699,500

bushels, as against 14,621,500 last year; Alberta, 120 elevators and 14 warehouses, with a capacity of 4,386,400 bushels, as against 3,843,500 last year; British Columbia, 3 elevators, with a capacity of 276,000 bushels.

The Western Elevator Company will construct an elevator at Fort William, Ont., to cost \$300,000, construction to commence at an early date. The Thunder Bay Elevator Company, Limited, will erect a new elevator at Port Arthur, Ont., at a cost of \$500,000, including site and trackage. The capacity of the elevator will be 1,500,000 bushels. It will be able to unload 200 cars every 10 hours, and will load into vessels at the rate of 50,000 bushels per hour.

By order of the Board of Railway Commissioners, express companies doing business in Canada were required to revert to the scale of charges in force prior to January 1, the companies being instructed to at once notify all their agencies to the above effect.

The official report of the Board of Engineers appointed by the Department of Public Works to ascertain the feasibility and probable cost of the Georgian Bay ship canal was presented to parliament during January. The surveys have extended over a period of five years. The conclusions and recommendations show that a 22-foot waterway for the largest vessels could be established for \$100,000,000 in ten years, and that the annual maintenance of the same will be approximately \$900,000, including storage reservoirs for the better distribution of the flood waters of the Ottawa river. The report deals with the number of locks required, dams required, time of trips, water storage and alternative route.

At the meeting of the Ottawa Electric Railway Company, gross receipts for 1908 were reported as being \$616,229, an increase over the previous year of \$41,950.

A series of rules governing the transportation of explosives was discussed at a conference held by representatives of the different railway companies at Montreal, Que., for the purpose of making recommendations to the Board of Railway Commissioners to reduce the possibility of accidents.

*See report of St. John, N.B. correspondent.

The Trades.

Building.—On the whole, the indoor trades had a fair month. The amount of finishing in progress was larger than had been anticipated, and carpenters and joiners profited thereby. Plumbers and gas and steamfitters had an active month on repairs. The outside branches were dull as a result of the severe weather. The outlook for the coming season was regarded as favourable.

Metal and woodworking.—There has been a gradual increase in activity among wood and metal workers. A considerable improvement was reported in iron manufacturing shops; staffs were also increased by a number of farm implement manufacturers.

Printing.—The allied trades were, with local exceptions, well employed.

Clothing.—Journeymen tailors were dull, but garment makers, hat and cap makers and boot and shoe workers had a good month. A marked revival in the boot and shoe trade in Quebec was reported.

Textile.—Quietness prevailed.

Food and tobacco preparation.—Bakers had a good holiday season and a fair trade during January. Conditions in the confectionery trade continued steady. Small country mills were fairly busy, but the large commercial mills were quiet. Cigarmakers and tobacco workers were quiet. The passing of local option by-laws in 40 municipalities in Ontario affected the outlook for the former.

Leather.—In the leather trades, business conditions have recently improved, but have not as yet become active. The recent increase in the price of hides has produced an upward tendency in the price of leather. Trunk and bag makers were quiet.

Miscellaneous.—The miscellaneous trades were generally dull.

Unskilled labour.—Though there was a large number of unemployed in many centres, the month compared favourably with January, 1908. The comparatively light snowfall lessened the amount of employment in snow removal. Ice harvesting engaged a large number under favourable conditions.

Canadian Trade and Revenue.

Foreign trade.—During December, 1908, the total value of imports entered for consumption was \$23,130,672, compared with \$24,548,061 in December, 1907. The total value of imports entered for consumption for the nine months ending December 31, 1908, was \$217,958,135, compared with \$284,043,245 in the corresponding period of 1907. The total value of domestic exports during December, 1908, amounted to \$26,502,700, compared with \$21,479,667 in December, 1907. The total value of domestic exports during the nine months ending December 31, 1908, amounted to \$194,583,187, compared with \$193,913,346 during the corresponding period of 1907. During December there were increases in exports under the heading of the mine, the fisheries, and agriculture, and decreases in exports of the forest, animals and their produce, and manufactures. The grand total of Canadian trade for the month of December, 1908, was \$51,276,931, compared with \$53,911,605 in December, 1907. For the nine months ending December 31, 1908, the grand total of Canadian trade was \$429,198,172, compared with \$505,265,162 in the corresponding period of 1907.

Exports of flour from Montreal during 1908 totalled 1,128,147 sacks and 167,929 barrels, a decrease of 18,109 sacks and 14,404 barrels compared with 1907. The amount of hay exported during 1908 was larger than in 1907 by 88,959 bales.

An increased demand for Canadian goods in Switzerland was reported. A demand for Canadian butter in China was also reported. Complaint is made that a large quantity of Canadian exports to China and Japan, such as mica, lead, etc., go via the United States, and are classified as if originating in that country. A demand for steam boilers and engines was reported in Japan.

Imperial trade.—According to reports received from commercial agents at the Department of Trade and Commerce, there was an increased demand for Canadian paper, calcium carbide and vehicles in Australasia. An opening for Canadian flour is reported in the Bahamas. Careful packing of Canadian goods destined

for the markets of South Africa is strongly urged. The Elder Dempster Steamship Company is offering free passages between Canada and Capetown to merchants, manufacturers and their agents, with free conveyance of samples, for the purpose of encouraging trade.

Domestic trade.—Trade generally was more active than a year ago, but was still characterized by caution. Wholesalers reported orders coming in fairly well. In western Canada, the cold weather had a depressing effect on general business, but conditions were generally favourable with country trade. Values remained firm. Collections were on the whole satisfactory.

A number of Canadian banks made public their annual statements in January. Most of them, as in the case of those reported in the December issue of the *Labour Gazette*, show a slightly less active year than the preceding one. The Traders' Bank of Canada reported total profits of \$500,217, of which \$190,982 was carried forward; deposits increased by nearly \$2,000,000 during the year. The Royal Bank reported an increase of over \$4,000,000 in deposits, and of \$863,000 in current loans, \$210,000 being added to reserve; capital will be increased by \$1,100,000 to \$5,000,000. The Imperial Bank reported an increase in note circulation, deposits and general assets. The Metropolitan Bank carried forward \$277,404 out of profits, which were slightly less than in 1907. Profits at the rate of 16½ per cent. were made by the Dominion Bank, whose reserve fund is now \$1,000,000 in excess of capital. The Farmers' Bank of Canada had a prosperous year, reporting net profits of over \$48,000 on a capital of \$555,254. The Hamilton Bank's earnings were slightly less than in 1907. The Bank of Toronto reported a small decrease in profits, note circulation and deposits; six branches were closed and two opened during the year. Deposits and general assets of the United Empire Bank showed an increase. The profits of the Bank of Nova Scotia fell off, but assets and deposits increased. The Bank of New Brunswick reported slightly larger profits and an increase in nearly every item

of business. The Provincial Bank of Canada presented the best showing made since its foundation. The Metropolitan Bank had a good year.

The December bank statement revealed a general improvement in financial and business conditions. Total capital and reserve funds have increased and deposits show a large advance. Note circulation was less than in December, 1907. Current loans and discounts were also less.

As reflecting the revival which occurred during the autumn months of 1908 in western Canada, it may be pointed out that, though the bank clearings at Winnipeg, Man., showed a heavy decline in the first eight months of the year, the total clearings for the year showed a gain of four per cent., compared with those of 1907. December showed a gain of over 27 per cent. as compared with December, 1907. The aggregate clearings for the year were \$614,111,801; against \$599,667,576 last year and \$504,585,914 in 1901. The heaviest month of the year was November, when the clearings totalled \$86,080,626, compared with \$66,718,234 in 1907.

During December, Canadian banks opened 18 branches and closed 1,

Canadian Revenue.—Canadian revenue during December, 1908, amounted to \$7,183,355.94, compared with \$7,093,530.87 in December, 1907. For the nine months ending December 31, 1908, the total revenue was \$62,298,583.11 compared with \$73,755,958.58 during the corresponding period of 1907. The total expenditure on capital account during December, 1908, was \$4,159,949.45, compared with \$2,617,479.44 in December, 1907. For the nine months ending December 31, 1908, the total expenditure on capital account was \$26,316,343.68, compared with \$19,271,966.65 last year. The leading items of expenditure on capital account during December, 1908, were: Public works, railways and canals, \$3,452,059.38; bounties, \$281,414.76; railway subsidies, \$228,163.24; and militia capital, \$132,713.31.

Notes.

The annual convention of the *Ontario*

Association of Architects was held at Toronto, Ont.

The assessment of Vancouver, B. C., for the coming year is \$72,581,321, compared with \$61,768,905 a year ago.

The first meeting of the general section of the *Canadian Society of Civil Engineers* was held at Montreal, Que.

The annual convention of the *Associated Boards of Trade of Eastern British Columbia* was held at Trail, B. C..

A vote was given at London, St. Thomas and Port Stanley, Ont., in favour of *Sunday street cars*.

The annual meeting of the members of the *Canadian Handicrafts' Guild* was held at Montreal, Que., and the general committee elected.

The seventh annual meeting of the *Canadian Clay Products Manufacturers' Association* was held at Brantford, Ont., January 12-14. A resolution favouring better technical education facilities was passed.

The night rate on *commercial telegraphic messages* was reduced to 50 cents per 10 words between Winnipeg, Man., and Vancouver, B. C.

The *Alberta legislature* was opened January 14, 1909, railway legislation forming an important feature of the Speech from the Throne. Provision will be made for uniformity in all future municipal charters.

It was stated by the *Collingwood Shipbuilding Company* would considerably enlarge its plant, the purchase of an additional water front of 10 acres from the town having been ratified by the electors.

Arrangements were in progress for the holding of the first annual convention of the *Canadian Cement and Concrete Association* at Toronto, Ont., on March 1-6. A number of papers will be read and an exhibition held in connection with the convention.

The annual convention of the *National Customs Cutters and Fitters' Association of America*, at which several hundred delegates were present, was held at Toronto, Ont. The name of the association was changed to the *National Designers' and Drapers' Association*.

The *Rubber Jobbers' Association of Canada* held its annual meeting, for the

election of officers, at Montreal, Que., on January 22. It was stated that as a result of the removal of discounts and the permission extended to retailers to sell at what price they pleased, several stores had decreased prices.

The annual meeting of the *Montreal Firemen's Pension and Benevolent Association* was held during January. The treasurer's annual statement showed receipts to be \$90,707 and expenditures \$86,962. There are 24 ex-firemen on the pension list; and upward of 40 widows and orphans are being assisted by the association.

A delegation of the Quebec branch of the *Canadian Manufacturers' Association* waited upon the Premier to suggest certain amendments to the Lacombe law respecting the garnishment of wages. The delegation also suggested that the Municipal Code should be so amended that machinery be not assessed for taxation purposes.

At the annual meeting of the Montreal, Que., *Society for the Protection of Women and Children*, it was reported that 695 cases of cruelty or neglect had been dealt with during the past year. The record of cases was as follows: Non-support, 258; wife-beating, 66; desertions, 64; cruelty, 13; miscellaneous, 294. Twenty-nine women and ninety-four children were placed in homes and institutions.

The argument of counsel in the case brought against the *Dominion Wholesale Grocers' Guild* for alleged conspiracy in restraint of trade was held at Toronto, Ont., before Chief Justice Sir Glenholme Falconbridge during January. (†)

A *workingman's lodging house* was opened by the Salvation Army in Montreal during January by the Honorable the Provincial Treasurer. The institution will accommodate nearly 300 men; in addition, meals will be supplied and work provided insofar as possible. The object sought is to help the needy. About \$25,000 was expended on equipment. The price charged for a bed or meal is 10 cents.

A very important pronouncement was

(†) For previous references to this case see in the *Labour Gazette* for October, November and December, 1908, at pages 358-9, 466 and 550 respectively.

made by the Premiers of Alberta, Saskatchewan and Manitoba on January 29 with respect to *Government Ownership of Interior Elevators*. The decision which was given out in the form of a reply to certain representations made by the Western Grain Growers' Association, was, first, that amendments to the British North America Act would be necessary, the proposal involving a new constitutional principle not hitherto exercised; and, second, that the financial aspect of the question would require further and very careful consideration.

The estimates for the financial year ending February 28, 1910, were submitted to the legislature of Saskatchewan during January. The estimated revenue for the year was \$2,461,564, and the estimated expenditure on current account \$2,367,331. The estimated expenditure on capital account is as follows:—

Construction of public building.....	\$1,000,214
Public improvements	189,000
Construction of telephones.....	305,000

The commission appointed by the government of Alberta to investigate and report on the *pork industry* in that province submitted its report to the government during January. The commission met in July and took evidence in various parts of the province, respecting the condition of the industry and the advisability of establishing a government packing plant. The commissioner later visited Ontario and the United States for the purpose of examining packing plants.

An order-in-council has been passed putting into effect a readjusted schedule of rentals and tolls in the Alberta government's *telephone system*. The reduction will average 25 per cent. This readjustment, which went into effect Jan. 1, means a reduction in rates on toll lines and exchanges formerly operated by the Bell company, with the exception of exchanges with over 1,000 subscribers, where the same rates will be maintained on business telephones. There will be a reduction, however, in all exchanges upon telephones in private residences.

The second balance sheet of the *Union Co-operative Association, Limited*, of Rossland, B. C., for the four months ended December 31, 1908, shows trade sales of \$13,310, with profits of \$1,076 on a share capital of \$6,309. A dividend of

eight per cent. was paid to shareholders on purchases, and of three per cent. to non-shareholders. Forty-one new shareholders were received into the association during the term. The expenses amounted to a little over 12 per cent. The sales showed an increase of nearly \$6,000 over the previous term.

The following returns show the products of Nova Scotia for 1908:—

Coal.....	\$ 16,200,000
Coke.....	2,000,000
Gold.....	237,000
Gypsum, limestone and other materials.....	725,000
Stone and building material.....	250,000
Pig iron.....	1,425,000
Steel.....	3,800,000
Steel rails, rods, etc.....	8,112,000
Fisheries.....	8,000,000
Manufactures, ships and freights.....	38,000,000
Products of the farm.....	26,500,000
Products of the forest.....	2,000,000

Total.....\$107,249,000

A meeting of newspaper owners was held at Montreal, Que., on January 25-26, 1909, for the purpose of forming a provincial association. A committee was named to draft a constitution. Those who are entitled to become members of the association are proprietary-editors, managers, editors of all classes, official correspondents at Ottawa and in the provincial capitals, reporters of one year's standing, advertising agents, and circulation agents. The word newspaper means every sheet that appears regularly, at least once a month. The annual meeting will be held in the month of August in a locality to be named by the committee. A charter of incorporation will be applied for from the Quebec Government, when the society will receive its final name.

At the present time, the city of Guelph Ont., has under control the waterworks department governed by a commission of three, the light and heat department also under a commission of three, the street railway system under a commission, and the Guelph Junction Railway, controlled by a board of directors. The profits from these departments have been increasing from year to year, and have resulted in a substantial reduction in the tax rate, after sinking fund and other contingencies have been provided for. During the past year the net profits in the waterworks department was \$17,000 on an investment of \$174,700.*

(*) See also report of St. Thomas, Ont., correspondent.

A large number of municipalities in western Ontario voted on the question of securing a supply of *Niagara power* at the municipal elections held in January. Of these localities, the cities of Stratford, Windsor and Brantford are members of the Niagara Power Union. The by-law carried in Stratford and Windsor, but was defeated in Brantford. The other municipalities which voted on the question are situated chiefly in the district west of London, Ont. The by-law was carried in upward of 20 localities. It is expected that the construction work on the transmission line, the first sod of which was turned on November 18 in Toronto, will be actively started on the reopening of spring. A meeting of the Niagara Power Union will be held at an early date.

The report of the *civic commission* appointed to have charge of the construction and equipment of a street railway at Calgary, Alta., submitted during January, showed that the total cost of the system would amount to \$450,000, being \$200,000 in excess of the original by-law, the increase being accounted for by the laying of an additional $1\frac{1}{2}$ miles of track and some heavier installation. An equipment of six additional cars also caused an expenditure of \$42,000. The commissioners recommended that they be given power to let contracts for material and construction for both railway and power station requirements, in order that the line may be in operation by July 1, 1909.

With a view to the development of the cities, towns and villages along the line of the Canadian Pacific Railway in western Canada, an *industrial department* has been recently established by the company to deal with the various inquiries from manufacturers, importers, wholesale merchants, etc., in eastern Canada and elsewhere as to openings in the west. The desire of the company is to obtain from all stations on its western lines full information as to their requirements and the attractions their localities present to settlement, manufacturing or general investment. Secretaries of boards of trade, etc., are invited to furnish information to the officer in charge

of the department, while manufacturers or intending investors are promised any information in the possession of the department upon application.*

The first two weeks of the year were very cold throughout the western provinces. As a natural consequence, the *fuel* question assumed an importance exceeding in interest the question of freight transportation. The change was so rapid that consumers and producers were at some points unprepared. At Macleod, coal was very scarce. At Calgary there was also a shortage and prices advanced. At Lloydminster, fuel stocks were depleted, but the arrival of fresh stock obviated all danger of a shortage. At Olds, Alberta, embarrassment was caused through lack of cars. At Sedgewick, the supply of coal was short, and at Nanton, dealers were without supplies. At Strathcona, mine owners were short handed. In Edmonton, the local shortage caused a failure to fill orders for outside points. At Lethbridge, all mines were working double shifts, and although pressing orders were received from Montana, they were refused by the operators because of the desire to fill the demand from the Canadian west.

In the *Speech from the Throne* with which the Parliament of Canada was opened on January 20, it was announced that a treaty relating to the great lakes and other international waterways had been agreed upon by His Majesty and the government of the United States, and is now awaiting ratification. With reference to industrial conditions, the following was contained in the speech:—

"A little more than a year ago, the whole civilized world entered into a period of commercial, industrial and financial depression which may not yet have completely spent its force; signs there are, however, that it is gradually passing away. Whilst it is hardly disputable that owing to the abundance and elasticity of her resources Canada has suffered less than other nations, this depression has seriously affected our trade, producing an appreciable shrinkage in the public revenue, and calling for exceptional caution in the administration of our national affairs".

In connection with immigration, the following statement was made:—

"The total volume of immigration has not reached the high figure of previous years, but the number of those seeking homes on our unoccupied lands has been fully maintained during the past season, and, owing to the ever

(*) See also the *Labour Gazette* for January, 1909, 655.

closer supervision of the immigration branch of the public service, the character of these new inhabitants of Canada seems to be of the highest, and promises no small addition to the wealth of the country."

With regard to railway extension, the following reference appears:—

"The rapid settlement of the new provinces calls for new lines of transportation. The construction of the Transcontinental railway has been vigorously pressed forward during the last year. The line was open for the haying of the crops from Winnipeg to the Battle River, a distance of 675 miles.

"Exploratory surveys for a railway from the western wheat fields to Hudson's Bay are being pushed energetically. Four parties have been at work since August last. Upon their report it will be possible to reach a decision as to both the route to be followed and the approximate cost. The provision of the Dominion Lands Act of last session for the sale of pre-emptions and purchased homesteads has created a new source of revenue that will

be sufficient to bear the cost of the railway to Hudson's Bay without burdening the ordinary revenue. From September 1st, when the Act came into force, until January 1st, sales of pre-emptions and purchased homesteads have amounted to over two million acres, all subject to homestead settlement conditions."

Reference was also made to the sending of a representative of Canada to the conference to be held at Shanghai to investigate the opium trade, the forthcoming report of the Commission appointed to examine the various lines of railway connected with the Intercolonial Railway and the participation of representatives of Canada in the establishment of the International Institute of Agriculture with headquarters at Rome, Italy.

II.—REPORTS OF LOCAL CORRESPONDENTS.

DURING the month of January, Mr. George Howell, of Calgary, Alta., was appointed correspondent to the *Labour Gazette* for Calgary, Alta., and district, in place of Mr. R. A. Brooklebank, resigned.

SYDNEY, N. S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of labour improved during January, and while activity did not prevail in all the large industries, some districts, especially Sydney mines, were favourably affected, the larger collieries there having almost continuous employment. The steel industry continued active, and the coal trade improved. There is every prospect of further improvement in the near future. The smaller works, such as wood factories, were not as active as during the previous month. Railway transportation was very light, both in freight and passenger traffic. Shipping from Sydney Harbour practically ceased from the middle of January; the ferry boats discontinued service on January 22nd, owing to ice. The building trades were quiet, as was also most outside labour. As usual in

January, the wholesale and retail trades were quiet.

The coal output of Cape Breton County for 1908 approximates 4,295,000 tons, being an increase of 70,000 tons over the previous year. Of this, the

Dominion Coal Co. produced in 1908...	3,552,780 tons
1907...	3,532,000 "

Increase.....	20,780 "
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Nova Scotia Steel Company, 1908.....	700,000 tons
1907.....	650,000 "

Increase.....	50,000 "
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The outputs of the smaller companies were about the same as last year. The coal outputs of Inverness County exceeded that of last year by upwards of 50,000 tons.

Inverness Coal Company produced, 1908	286,910 tons.
1907	263,075 "

Increase.....	23,835 "
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Port Hood colliery was the greatest gainer. With the exception of Mabou, the Inverness collieries are working steadily.

Amounts disbursed by the coal companies in Cape Breton during the year 1908 were as follows:—

Wages.....	\$4,950,000
Supplies, products of Nova Scotia.....	485,000
Paid for supplies in N. S.....	304,000
Paid for supplies from other provinces.....	569,000
Total supplied.....	1,358,000
Number of employees.....	10,950
Number dependent on employees.....	33,200
Number dependent on the coal mining industry not actually employed in mines.....	41,500

Population (not included in above) appreciably benefited by mining	62,000
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With the allied industries, such as the steel trade and their allies, three hundred and seventy-four thousand out of a total population of four hundred and eighty thousand are appreciably benefited by the coal trade of Nova Scotia, or 80% of the population of Nova Scotia.

Actually employed in and about the mines ..	26,750
Dependent on the above	57,350
Dependent on coal mining	125,000
Population appreciably benefited	175,000

374,000

The Dominion Steel Company reported a very active year, and bright prospects for the present year.

Production in 1908 was as follows:—

Ore mined	556,000 tons.
Stone quarried	304,000 "
Coal consumed	840,000 "
Pig iron made	263,000 "
Steel made	279,000 "
Rails made	153,000 "
Wire rods made	41,500 "
Other steel products	35,000 "
Sulphate ammonia	3,000 "
Tar (gallons)	4,500,000

Shipments.

Pig iron	18,000 tons.
Steel blooms, etc.	32,500 "
Wire rods	44,500 "
Steel rails	150,000 "
Sulphate ammonia	2,600 "
Granulated slag	18,000 "
	265,600
Tar (gallons)	4,500,000

The notable features of the trade during the year was the taking of contracts for the supply of rails to India and Australia in the last quarter of the year. These contracts kept the rail mill employed; otherwise it would have been idle a great part of the time. Twenty-five thousand tons were exported to other countries. Gross earnings of company for the past four years were as follows:—

Year ended 31st May, 1905	\$ 460,845.54
" " 1906	1,406,305.78
" " 1907	2,247,536.45
" " 1908	2,613,815.66

The Dominion Tar and Chemical Company had a fairly successful year. No changes were made in the operation or output. Most of the product of this company, which consists of prepared tars and varnishes, creosote oil, carbolic acid, cresylic acid, and many other chemi-

cals, is exported to other countries, but the management expects to find a market in Canada during the present and coming years.

The Sydney Cement Company had a good year, working day and night to supply the demand. The first four months of the year were occupied in filling contracts for the Transcontinental Railway. Markets have been found in New Brunswick and Nova Scotia. The product has been used in the building of railway culverts, piers and breakwaters, colliery cribbing and colliery structures, also stores, public buildings and cold storage plants, and street paving. A new feature is a cement brick which is being experimented with; if found successful, machinery will be put in to manufacture this. The year 1909 will show an increase of business to this company.

The A. C. Thompson Company, North Sydney, report a successful year; the average number of employees was 75. Product, stoves, hot air and other furnaces, etc.

The Sydney Foundry Company enlarged their plant by adding a new boiler department, equipping their pattern and carpenter shops with new machinery and modern tools. Electric power was applied as the motive power of this foundry. Product, boilers, steel cars, oil tanks, smoke stacks, etc.

The Shaw & Mason Company, extended their business during the year. Fifty skilled mechanics are on their pay roll, which amounts to \$3,000.00 per month. Products, brass and iron castings, roofing, stoves and furnaces.

The Cape Breton Electric Co. had a fair year, the receipts being \$249,000.00, and expenses, 1908, \$148,000.00. In 1907, receipts were \$250,064.67 and expenses \$157,048.12. Some 3,500,000 passengers were carried.

The Saunderson Manufacturing Company reported the best year of its business, and prospects for the coming year are good. This company manufactures tar paper and kindred commodities.

The Eastern Telephone Company had a year of fair business, with a moderate but steady growth. The principal new

work carried out was the construction of a line from Glace Bay to Dominion No. 6 and Port Morien, one to Little Bras d'or from North Sydney, and one from Baddeck to the head of Baddeck Bay. The experience of the past years show that special construction methods must be adopted in this climate.

The volume of business done at the post office was greater than in 1907.

WESTVILLE, N. S., AND DISTRICT.

Mr. T. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Work at the various collieries was fairly steady, the output being about up to the average for the corresponding month of 1907. The prospect for the balance of the winter season was that steadiness of employment would continue.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—This industry was quiet, except in the supplying of mine timbers, in which line business was brisk.

Manufacturing.—Busy conditions prevailed. The Sutherland Rifle Sight Company and J. W. Cummings & Son, makers of mining tools and other light and heavy forgings, were very busy. All outside industries, such as brick works, etc., were dull. The full staff of men were working at the Trenton steel works.

Mining.—It was reported that a large quantity of water was entering the Mabou coal mine, Cape Breton, and there was danger of the mine being so flooded as to prevent future operation. At the Drummond colliery it was reported that there was practically no unemployment, but some changes had been made in the men's employment. The Acadia mine laid off about 80 men, 50 of whom it was stated had left the district. In this town it was estimated that there were about 40 men out of employment. As yet there have been no applications at the town hall for relief.

CONDITION OF PARTICULAR TRADES.

With the exception of plumbers, gas and steamfitters, who had a fair month,

the other building trades were inactive. Blacksmiths and jewellers reported fair conditions. These conditions also prevailed in the food and tobacco preparation and miscellaneous trades. There was no demand for unskilled labour.

DISTRICT NOTES.

New Glasgow.—The com any that was boring for coal had to abandon the hole after boring a distance of 680 feet, and to start boring in another portion of the area.

HALIFAX, N. S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market for January has been decidedly dull. Weather conditions had much to do with the prevailing state of affairs. At the last meeting of the Halifax District Trades and Labour Council reports from different delegates showed that there were a good many hands idle, while others were only working half and three-quarter time; it was estimated that there were upwards of 1,500 out of employment. Employers and employees, however, look forward to a prosperous season as spring advances. Among the uncompleted contracts to be finished by the end of the year are All Saints' Cathedral, the new round-house, Technical College, repairs to post office, all fairly large contracts; while among new erections are the Anderson chair factory, extensions of the Holy Hearts Seminary, new building or Dalhousie College, and other additions and structures. Work on the water front has been for the most part dull. The usual number of ships are calling at the port, but freights are smaller, calling for fewer hands. The shipments of deal to foreign markets has been smaller, and this also affected the longshoremen. Compared with the corresponding month of 1908, the month has been duller. Among the larger shipments was a cargo of sisal, consigned to

Montreal; it took about 75 cars to transport it to that port. The steamer, after discharging, took a load of grain on her return journey to Mexico. The government elevator, which has been running for some time, now has 300,000 bushels in its bins, the largest quantity stored since its erection.

The annual meeting of the Halifax Board of Trade was held on January 19. Reports showed the Board (which now has a membership of 553, the largest on record) to be in a flourishing condition. The Board will strongly protest against increase in telephone rates, and a committee will wait on the local government to ventilate the Board's objections. A motion was made that the Board place itself on record as being in favour of the Intercolonial Railway being retained by the Dominion. After a discussion taken part in by some of the most prominent members, it was decided that the matter was too important to be discussed without previous notice, and the motion was withdrawn.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The dullness of the lumber industry has a tendency to retard trade. Following are present feed quotations:—

Middlings.....	\$ 27 @ \$28.50
Bran.....	\$25 @ \$26
Feed flour, bag 89 lbs.....	\$1.70 @ \$1.75
Cornmeal in barrels.....	\$3.50 @ \$3.60
Cornmeal in bags.....	\$1.65 @ \$1.70
Feed oats.....	53 @ 54c.
Hay.....	\$ 11 @ \$12.50

Fishing.—Fishing has been dull owing to the severe weather, and the market is consequently poorly supplied; the recent gales destroyed a great number of lobsters pots and gear, making that article of food comparatively scarce.

Other industries have been normal.

CONDITION OF PARTICULAR TRADES.

The building trades have experienced a dull month, probably the dullest January for some years. There were few bricklayers and stonecutters employed, while carpenters, painters, lathers and plasterers were very poorly employed.

Plumbers had a fair month, repair work being brisk. Boilermakers were dull; horseshoers fair, and unskilled labour dull. Printers and pressmen had a busy month, also bookbinders. Tailors were dull in custom trade, and only fair in the ready-made branches. Butchers and meat-cutters had an average month. Ice cutters and drivers were busy, there being 12 inches of ice, and a good crop is promised.

AMHERST, N. S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reports as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions in Amherst and vicinity showed a marked improvement during the current month. The Rhodes-Curry Company, the largest industry, which has been working with only a limited number of men, and with some of the departments altogether closed, resumed active operations. Their large passenger shed, which was destroyed by fire in November, has been rebuilt, and that department, with all others, is working full time. The other industries of the town have also increased the number of their employees, and the combined pay roll for January will be larger than for any month since last August. The local supply of labour, however, is still sufficient to fill the demand.

The Strathcona mine, operating in the Joggins coal field, suspended operations during the month. The suspension is largely due to management, as the coal always found a ready market. About one hundred and fifty men and boys were thrown out of employment, but they have been absorbed by the other collieries in that vicinity, so that no serious inconvenience will follow the closing of the mine.

The Eastern Coal Company, operating at Maccan, met with a serious obstacle in their developing operations, owing to a "fault" or "break" in the seam. This has been overcome, and as a result, a large number of additional men will shortly be needed in wall work.

Wholesale and retail traders report, on the whole, a good month. Payments were

better than during the closing months of 1908, and signs indicate a revival of trade.

Wages remain about the same. In a few instances there has been a cut of ten per cent., but only a few men were affected thereby.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—This is the quiet season for the farmers. There is a marked scarcity of farm products in the market, and prices are well maintained.

Fishing.—The smelt season was fairly successful, and large shipments were made to the American market. There is no other fishing going on during the winter.

Lumbering.—Prices have materially improved during the past month, but the cut will not be one-half of two years ago. The lumbermen, however, are greatly encouraged at the improved state of the market.

Manufacturing.—Trade has improved in manufacturing lines, and with the exception of the Robb Engineering Company, all factories are working full time, and with orders ahead that promise a busy summer.

Mining.—Coal mining at all the different centres was exceedingly brisk, and constant improvements are being made in bank head buildings, etc. The Eastern Coal Company and the Maritime Coal Company at Maccan and the Joggins are asking for more men. The outlook for the industry is exceedingly bright. Thousands of dollars have been spent upon development work during the past two years, and the companies expect to double their output the coming year.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons had practically no employment. Carpenters and joiners had a fairly busy month, due to the erection of the large passenger shed of the Rhode-Curry Company. Other building lines were dull. Iron moulders were fairly busy, but the local supply is sufficient. Machinists were dull, working only part time in one industry. Boiler-makers were working only four days a week. Blacksmiths reported a busy

month. Woodworkers reported conditions improving, but upholsterers were very dull. Car builders were very active, more men now being employed than at any time during the past six months. Pattern makers reported a dull month. Printers were fairly busy, but there was no demand for additional help. Journey-men tailors were busy. Garment makers were actively engaged at work. Boot and shoe men were also busy. Butchers and meat cutters reported business good. Trunk and bag makers were busy. Bakers were fairly active. Furriers were working overtime to catch up with orders. Among unskilled labourers a number were still idle, but a great improvement over previous months was reported.

CHARLOTTETOWN, P. E. I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during January differed very little from that of the previous month, the supply exceeding the demand to a slightly larger extent. The good roads prevailing during the month had a livening effect on trade, and enabled the farmer to get his mussel-mud and firewood hauled. Severe weather interfered with building operations, which were practically closed down. The closing of all the ports, except Georgetown, where the two winter steamers are running, naturally tended to lessen business and diminish the demand for labourers at the other ports. At Georgetown, a large force of men were employed handling freight. Bargain sales established by dry goods merchants in Charlottetown at the opening of the month made business in that line brisk. In other lines conditions were normal.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather, although at times severe, was favourable for such outdoor work as hauling wood, mussel-

mud and marketing to a limited extent.

Fishing.—A considerable quantity of smelts and eels were shipped during the month, and a number of fishermen found employment in trap-making and other occupations in preparation for the opening of the lobster season.

Manufacturing.—A number of the butter factories were kept in operation about the country, and the few factories in the city were carried on under the usual normal conditions, the supply of and the demand for labour being well balanced.

Mining.—No minerals have yet been discovered in this province, but drilling for coal, or oil, which had been started in the last month by the Dominion government, at Earncliffe, was resumed. So far nothing of any value is reported to have been discovered.

Railroad construction and employment.—The work of railroad construction was stopped, and the reduction of the number of trains as a result of the change of time-table necessarily caused a reduction in the number of men employed, but not to such an extent as to cause hardship.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, lathers and plasterers, painters, decorators and paper-hangers, stonecutters and builders' labourers had a dull month. Carpenters and joiners, plumbers, gas and steam fitters were active. Iron moulders, iron workers and helpers, machinists and engineers, steam engineers, electrical workers, linemen, sheet metal workers were active. Bicycle workers had a dull month. Woodworkers, upholsterers, carriage and wagon makers and car builders were active, as were other skilled employees in the printing, clothing, leather and food preparation branches. Unskilled labour was dull.

MONCTON, N. B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general state of the labour market during January has shown a considerable

decrease in activity, and falls below the standard of the corresponding month of 1908. The temporary slackening of building, the suspension of the double-tracking, the completion of the erection of the new I. C. R. shops, the finishing of the G. T. P. roadbed, the laying of the rails ready for ballasting westward over twenty miles from the city, and the general dullness in railroading now prevalent, have all been contributory to this state. A large proportion of the labour, however, was foreign and transient, and has departed, consequently the percentage of local unemployed is not large. Considerable building is still in progress, two theatres and other buildings being in the course of construction. The building outlook for the coming season is good; builders look for a season fully equalling that of last year. During the past year, much progress was made in the various suburbs; twelve houses were erected in Fairview, fifteen in Georgetown, six at Legeris and a probable total of forty in all. The N. B. Wire Fence Co. report a successful year, sales showing an increase of 40 per cent. Several large contracts are on hand, and commencing with February 1st, the factory will be run day and night. Hamm's biscuit factory also reported a good year, with increased sales and extensions in plant and machinery. Owing to repairs, one-third of staff is laid off, about 20 hands being now employed, but it is expected to run on full time and with full staff by March 1st. The Campbell Clad Co., which closed December 14th, has not yet resumed operations. About 50 operatives are affected. The Lea Woodworking Co. report active conditions necessary to replenish stock for coming season's operations. All other local manufacturing concerns are running on usual time and with usual winter staffs. Retail trade has been somewhat slack, and wholesale trade quiet. Bank collections were fair. Real estate was firm. Rents are steady, with a good demand for houses. Commencing with January 2nd, the I. C. R. shopmen, numbering about 900, were required to work from the hour of 8 a. m. to 5 p. m., instead of 7 a. m. and 6 p. m., as heretofore, being a reduction of two

hours. No other changes in hours of labour or rates of wages have been noted, and no cases of friction between employees and employers.

CONDITION OF LOCAL INDUSTRIES.

Agriculture, fishing and lumbering.—Conditions were quiet.

Mining.—The Strathcona coal mine at River Hebert has closed down. The miners were employed by the Joggins and Minudie mines.

Railroad construction.—Operations upon the Grand Trunk Pacific are still in progress and will continue throughout the winter. The right of way, 225 miles, throughout the entire length of New Brunswick is cleared. Grading and track laying extends westward from Moncton 21 miles. During December, the various contractors had about 3,960 men and 650 horses employed.

CONDITION OF PARTICULAR TRADES.

Building.—Carpenters were fairly well employed, a few outside jobs and considerable inside ones being in progress. Masons and bricklayers were quiet, with plumbers busy.

Metal, engineering and shipbuilding.—Foundrymen were fairly active, and machinists busy.

Woodworking and furnishing.—Employees of woodworking factories were busy. Barrel factory employees were active.

Printing.—Active conditions prevailed.

Clothing.—Conditions were quiet.

Food and tobacco preparation.—Bakers were active and butchers fairly so.

Leather.—Quietness prevailed.

Miscellaneous.—Barbers were fairly well employed. Clerks and stenographers were quiet, with demand slack. Hotel employees were busy. Laundry workers were active.

Transport.—Traffic was quiet, and some slight reductions were made in train crews.

Unskilled labour.—The demand exceeded the supply. Wages were \$1.50 per day.

ST. JOHN, N. B., AND DISTRICT.

Mr W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market still continues dull, particularly in out-of-door work and among unskilled labourers. Contracts have been awarded for building an extension of 300 feet to the east pier at Quaco; for the construction of a pile wharf 360 feet long, with a pier head 60 x 40 feet, at Beaver Harbour; for a breakwater and wharf at Lorneville, 400 feet long; for a wharf 314 feet long, with pier head 60 x 40 feet at Welchpool, Campobello; for an extension 54 feet long to the existing wharf, with a pier head 40 x 31 feet, at Harvey Bank, Albert County; and for a wharf 200 feet long, with pier head 40 x 30 feet, at Whitehead, Grand Manan. The first crib in the extension of the northerly side of the new south Rodney wharf was sunk January 21. There are five more cribs to be placed in position, and it is expected to have the whole job completed before next winter. Messrs. A. Cushing & Co., and Stetson, Cutler & Co. have chartered more steamers for the coasting trade at \$3 on lumber and 60 cents on laths above the bridge. Letters patent have been issued incorporating the Standard, Limited, with a capital of \$40,000, to carry on a newspaper publishing business in St. John; to the Port Elgin Trading Company, Limited, of Albert County, with capitalization of \$20,000; to the St. John Forwarding Company, Limited, with \$2,000 capital; and to the Dearborn Company, Limited, of St. John, with \$75,000 capital stock.

The annual meeting of the shareholders of the Cornwall and York Cotton Mills Cotton Company, Limited, was held January 25, and the half-yearly dividend of three per cent. was declared. There are now about 550 hands on the pay roll of these two mills, and some new machinery is being placed in the card room.

The annual meeting of the shareholders of the Bank of New Brunswick was held January 18. The net profits for the year

were \$134,443.98, to which is added \$15,494.88, the balance left over from the previous year. The sum of \$87,762.03 was paid out in dividends, \$20,000 was added to the rest account, which now amounts to \$1,291,875, and a balance of \$27,176.83 is carried over.

The Inland Revenue receipts for the year 1908, as compared with 1907, show a decrease of \$48,070.36, and the Customs receipts in 1908 were \$184,293.83 less than in 1907.

Up to January 23, there had been filed at the Customs House cargoes for thirty-six steamships in connection with the winter port business. These vessels carried away Canadian goods valued at \$5,204,708, and foreign goods valued at \$2,097,933, making a total of \$7,302,641. The wheat shipments were 2,073,893 bushels, and barley shipments 77,879. The live stock shipments consisted of 10,640 head of cattle, 149 sheep, and 27 horses.

Savings bank deposits for the month of December were \$46,959.20, and the withdrawals \$21,282.09 greater, or \$68,241.29. Bank clearings for the five weeks ending January 28 were \$6,674,905, and for the corresponding period last year \$5,787,731, being \$887,174 greater in 1909 than in 1908, and \$1,028,616 in excess of the four weeks ending December 24, 1908.

The total value of exports to the United States during 1908 was \$2,040,901.46, and in 1907 the total value was \$2,967,924.70, a decline of \$927,023.24. In 1906, the total value was \$2,527,465.41.

A destructive fire took place in the Provincial Hospital January 5, doing damage to the main building, central brick wing, cold storage building, laundry, brick addition, engine room and amusement hall. The appraised loss on buildings and machinery, electric light plant and heating plant, has been fixed at \$46,210.98.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—The harbour fishing privileges were sold at auction January 4, and the total result was \$1,516.35, a decrease of \$2,629.75 from last year. The figures for 1908 were \$4,146.10.

Lumbering.—At the Crown land office, Fredericton, January 23, a timber berth, consisting of two square miles, on the north side of Cocagne River, Kent County, was bid in by the C. E. Lockhart Company, of Kent County, at the upset price of \$20 per square mile; on January 27, a two-mile timber berth on Molus River, Kent County, was sold at auction to R. O'Leary at the upset price; a berth on the Yoho stream went to Smith Bros. at an advance of \$1; a berth on the Nashwaak went to J. A. Bean at the upset price. The St. John River Log Driving Company suffered a serious loss from the floods on January 6. The company's sheer booms from Crock's Point, 10,000 feet in length, were stored in the Nashwaaks River, and the ice breaking up, the booms were destroyed. It is estimated that it will take \$20,000 to replace them. Log driving contractors on the St. John River have been instructed to prepare to handle in the vicinity of 100,000,000 feet of new logs in the spring. The cut being made this winter is somewhat larger than was anticipated.

CONDITION OF PARTICULAR TRADES.

The building trades were dull, and the woodworking branches somewhat quiet. Other skilled trades were active. Unskilled labour was dull.

DISTRICT NOTES.

Fredericton.—The annual meeting of the Fruit Growers' Association of New Brunswick opened here on January 14. Risteen & Company's woodworking factory started running nine hours again January 27.

Sussex.—The Sussex Manufacturing Company's machine shops will probably resume operations about the end of the month. The shops employ over thirty men, but have been closed for a few weeks.

NEWCASTLE, N. B., AND DISTRICT.

[Mr. James Falconer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were favourable during the month of December. The

weather was fine, and there was enough snow for good hauling. Lumbering is the principal work carried on here during the winter, but on account of the low price of sawn lumber, there were not nearly as many men employed as in the previous three winters, though the market was improving. On account of favourable weather conditions, a number of carpenters were at work on new buildings.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were not very busy, through seasonal causes. Those along the river were employed fishing and hauling cordwood.

Fishing.—Bass was plentiful and prices were good, some fishermen getting as much as \$175 worth in one night. Smelt fishing was not so good.

Lumbering.—Conditions during the month have been fairly good, nearly all hands being employed at some kind of work in the woods, getting out logs and pulpwood. The new pulp mill in the parish of Derby will be ready to start in a few days, and will prove a boon to that locality. The pulp mill at Chatham was running again after being closed down for some months.

CONDITION OF PARTICULAR TRADES.

Horseshoers have had a very good winter, owing to the number of rain storms and the consequent condition of the roads. Ice cutters were busy; the supply of ice promises to be plentiful and of good condition. The supply of unskilled labour was greater than the demand.

QUEBEC, QUE., AND DISTRICT.

Messrs. P. J. Jobin and E. Little, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was very dull, and there was an increase in the number of unemployed. The closing down of the gravel planing mill at Etchemin, Que.,

threw about 180 men out of work; their wages previously were 14 cents per hour; the company offered 12 cents. An improvement in conditions is expected in February, when work on the refitting of vessels for the navigation season of 1909 will be begun. The ice harvest has been late in beginning, the present thickness of the blocks not exceeding 14 inches. Cutting commenced three weeks later than last year. The plans for the new technical school which the provincial government proposes to erect in the vicinity of Boulevard Langelier have been accepted by the Prime Minister.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy getting out fire wood, pulp wood and railway ties.

Lumbering.—Conditions in the camps were very favourable, the snowfall being sufficient to assist operations.

Manufacturing.—The boot and shoe and leather factories were actively employed.

Railway construction.—The contract for work on the Quebec Central Railway from St. George to Ste. Justine, in the County of Dorchester, amounting to \$300,000, was awarded to Messrs. T. Powers and Leopold Dussault, contractors, Lévis.

CONDITION OF PARTICULAR TRADES.

Plumbers were active, but the other branches of the building trades were quiet, with bricklayers and masons dull. The metal trades were quiet, and the woodworking trades dull. Printers were quiet, there being more idle compositors now than for a year past; bookbinders were active, however, and pressmen were busy. Tailors and garment workers were dull, but glove makers and boot and shoe makers were active. Bakers were dull and cigarmakers quiet. Ice cutters were very busy. Tanners and curriers were active. Hotel clerks, retail clerks, etc., were dull. Transport branches were all quiet or dull. The supply of unskilled labour was largely in excess of the demand.

DISTRICT NOTES.

The financial statement of the town of Levis for the year 1908 was encouraging, the surplus of revenue over expenditure being \$1,808.

The municipality of Beauport has contracted with Messrs. F. A. Masson and J. W. Simard, civil engineers, whereby the latter undertakes to report on the different sources of water to be obtained in the municipality, and to report to the council the most suitable for the projected aqueduct for the eastern section of the municipality.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was not much change in labour conditions in Sherbrooke as compared with the past few months. For the season, activity has been well maintained. The prospects for the spring are fully as bright as last year. The Rand Co. shops, which were on short time for a couple of months, have gone on to full time, while the other shops are running about the same as last month. The prospects for building operations in Sherbrooke this summer are bright. Several large new blocks will be erected, and contracts have been awarded for several new residences. A syndicate composed of local capitalists have opened up a large tract of land in the south ward, and many lots have already been disposed of.

Retail trade was reported very good for the month; wholesale trade was good. Three of the heaviest failures that have taken place in Sherbrooke for some time were registered.

The financial report of the city council is encouraging. The city proper shows a surplus, while the water department, now under municipal control, shows a net surplus of over \$6,000, after providing for contingencies, interest, sinking fund, and depreciation. The gas and electric department shows a net profit of about \$19,000. During the year, extensive

improvements have been carried out in both departments.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—During the month, the annual meeting of the Eastern Townships Agricultural Association was held, and a surplus of about \$2,000 was reported. The reports of the various other smaller societies throughout the townships also show surpluses. The thaw of the earlier part of January relieved the scarcity of water.

Lumbering.—Operations are now in full progress, and as the demand for pulpwood is quiet, more general lumber will be cut, as the burnt districts will have to be cleared up. The number of men now employed is larger than was anticipated at the opening of the season.

Manufacturing.—Manufacturing establishments are running full time. The Paton Woollen Co. has purchased the woollen mill property belonging to the estate of A. Lomas, which went into liquidation a couple of years ago. The company will not start up the works just now, but the purchase carries with it valuable water power on the Magog river.

CONDITION OF PARTICULAR TRADES.

The building trades were dull, with the exception of plumbers, who were busy. Machinists, iron workers and moulders were active. The Bell Telephone Co. has a gang of men repairing lines. Horse-shoers were busy. Woodworkers in sash and door factories were busy, as were carriage and waggon makers. Pattern makers were quiet. The printing trade was active. Journeymen tailors were quiet, while garment workers were busy. Bakers and confectioners were quiet; ice cutters busy, and cigar makers active. Miscellaneous employees were active. All departments of railway work here have been quiet. Unskilled labour was active..

DISTRICT NOTES.

Windsor Mills.—The Hamilton Powder Co. has resumed operations now that the water has risen sufficiently to run the wheels.

Eustis.—A number of men were laid off from the Chemical Works recently. Times continue dull in this neighbourhood. Several men are out of work, and there are a very large number of vacant houses in consequence of the exodus that has resulted from the closing of the Albert mines.

East Angus.—The pulp and paper business is improving in Angus. Paper mill, pulp mill and saw mill are now all running, and the two former have day and night shifts. The recent thaw has greatly improved the water situation, enabling these full operation.

The quarterly report of exports to the United States from the customs port at Lake Megantic shows a total value of \$27,632.07, and for the year ending 31st December, 1908, \$152,844.71. The largest amounts are \$51,785.52 for rough lumber and \$56,771.00 for pulpwood.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent, reports as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The improvement in industrial conditions noted last month was still more remarkable in January. The outlook for the season was much more reassuring than had been anticipated. The building trades, without being active, were busier than in the previous month. Important works were on the point of starting. A large number of men was engaged laying the structural steel of the new Grand Trunk Railway bridge over the Yamaska River, being employed by the Dominion Bridge Company of Lachine, Que. Sash and door factories were very active. The metal trades were busy, working with full staffs. In the boot and shoe factories, activity was well maintained. In the leather factories abnormal activity reigned, establishments being unable to keep up with the demand. The organ factory had a fairly good month. Conditions were quiet in the woollen factory, but were active in the garment making and corset making

factories. From a commercial, industrial and financial standpoint, the situation was much better than at the corresponding period of last year, and the outlook was for still greater improvements within a few weeks. There was an abundance of money in the banks, and rates for loans were not high. Wholesale and retail trade had a fairly good month. There were no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Produce found a ready sale at good prices. Farm labour was quiet.

CONDITION OF PARTICULAR TRADES.

Plumbers, painters and paperhangers were active. Bricklayers, masons and stonecutters were quiet. The other branches of the building trades had a fair month. Activity prevailed in the metal, woodworking and printing trades. Boot and shoe workers were active; fair conditions existed in the other clothing trades. With the exception of cigar-makers, workers in the food and tobacco branch were well employed. Leather workers had a very active month. An excellent month was reported in the miscellaneous trades. Activity prevailed in the transport trades. There were few unskilled labourers idle.

ST. JOHNS AND IBERVILLE, QUE. AND DISTRICT.

Mr. A. D. Pepin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market were fairly active during January. The Dominion government discontinued harbour improvements on December 30th. Work in metal establishments was normal; in the clothing trades, it was only half as active as last year. The closing of the *Banque St. Jean* will cause a loss of about \$1,000,000, and there will be another loss of \$100,000 through the suspension

of the *Banque de Construction* and the branch of the Bank of St. Hyacinthe. The Singer Sewing machine factory closed down on December for stock-taking and reopened on January 11. On re-opening, 42 hands were discharged, and the wages in some of the departments were reduced from 20 to 25 per cent., but these departments were working 57 hours per week as ordinarily.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Good snow roads gave farmers a chance to market their produce. Prices were very good, with the exception of beef, the hindquarters of which were being sold at from 4 to 5 cents per pound, and front quarters at from 3 to 4 cents, a slightly lower price than last year. Poultry was much sought after; turkeys sold at 25 cents per pound; geese at from 18 to 20 cents; fresh eggs at 40 cents per dozen; chickens at 16 to 18 cents. Buyers of horses paid good prices.

Manufacturing.—Conditions on the whole were fair, some of the factories running more steadily than last year at the same date.

CONDITION OF PARTICULAR TRADES.

Owing to seasonal causes, the building trades were very quiet. Iron moulders, machinists and engineers were active, as were also horseshoers, but electrical workers were dull. Activity prevailed in the printing and allied trades. The clothing trades were generally very dull on account of the financial crisis. Hat makers were well employed. Bakers, butchers and confectioners had a very good month. Ice cutters were busy. Barbers reported quieter conditions. Laundry workers were busy. Railway employees were actively engaged; other branches of the transport trades were very busy.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions were more favourable during January than during the correspond-

ing month of 1908. A heavy snowstorm gave employment to unskilled labour, the city having decided to clean the streets and sidewalks. The building of the ice palace has also given employment. The ice harvest was in full progress, upwards of 500 carters being employed in carting to the different ice houses in the city and vicinity. Building operations in the town of St. Louis de Mile End and Maisonneuve were extensive. Boot and shoe factories in Maisonneuve have increased the number of their employees, this line being active. Prospects for February were encouraging.

On January 28th, a building trade council was formed in Montreal, having jurisdiction over that city and the surrounding district in matters pertaining to the building trades.

CONDITION OF PARTICULAR TRADES.

Lathers, plasterers, plumbers, gas and steamfitters and electrical workers were fairly well employed, but the other building trades were not very active. The metal trades were quiet. Woodworkers were well employed. Quietness prevailed in the printing trades and in the clothing trades. Activity was reported in food and tobacco preparation, but the leather trades were quiet. Miscellaneous trades were busy, but the transport trades were dull.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of January was quiet, especially in the building trades. Cigar-makers, boot and shoe workers and garment workers also reported dullness.

CONDITION OF PARTICULAR TRADES.

Plumbers had a good month, but other branches of the building trades were quiet. Linemen were active, and electrical workers, stove mounters, blacksmiths, boilermakers and tool sharpeners

were busy; but the other metal trades were quiet. Coopers, gilders and shingle weavers had a quiet month; other woodworkers were busy. Busy conditions prevailed in the printing trades. Glove makers and boot and shoe workers were busy; other clothing trades were quiet. Food and tobacco preparation trades were from busy to active. Trunk and bag makers were quiet, but other leather workers were busy. Activity was reported in the miscellaneous trades. Street railway employees, hackmen and carters were busy, but steamboatmen, ship-labourers, teamsters and expressmen were quiet. Unskilled labour was quiet.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferrrière correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market were dull, and were not favourable from the manufacturer's point of view. Low water at the Chaudière still hampered the industries which are the life of this town. Several hundred hands are idle, and are likely to remain so indefinitely. A prolonged thaw in the middle of the month caused another loss to common labourers. Snow shovelling, a remunerative and welcome source of labour in ordinary winter season, has almost altogether failed in the month just passed. Easily 300 hands find, if not a livelihood at this work in the three or four dullest months in the year, at least, they earn sufficient money to eke out the summer's savings.

There was no improvement in January over December as was expected. On the contrary, there were more idle. Yet charity is little more sought after than last winter at the same time. The St. Vincent de Paul Society, which is the chief charitable institution, has, out of a total population of 16,000 souls, but fifty needy families on its rolls.

Business was about the same as in January a year ago. Grocers do not complain. Other branches of trade, particularly boots and shoes, find conditions

tight. One shoe store closed down in the course of the month with \$9,000 liabilities, and \$6,000 assets. The merchant attributed his failure to hard times, lack of money caused by lack of work.

Banks report deposits from business houses after the Christmas trade fully up to the previous year's record. Discounts are at about the same level as in January, 1907. Money is at the same rate, and besides a slight decrease in the savings department, the situation is fair, and fully as satisfactory as last year.

The Eddy firm has plenty of orders ahead, but cannot fill them all, owing to low water. J. R. Booth's mills run under the same conditions. With the new dam, the recurrence of this year's disability will be impossible.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The number of unemployed during January was larger than at the corresponding period of 1908, though there was less poverty. The city charity department reported that for the two months ending January 20th, 1,080 applications were made for work. The number of inmates in the Rescue Mission at the end of the month was only 27, however, or half as many as on that date the year before. The scarcity of employment was due to the comparatively light snowfall in January. The civic corporation proposes to provide work for many in the near future, opening new streets. The laying of a new water drain had been urged as a means of giving employment, but had to be abandoned, as the revenue from water consumers would have given only two per cent. on the investment, instead of six per cent. as required by the corporation. Already nearly all men who accept the chance may earn from one dollar to two dollars per day breaking stones for the city. The largest civic work in progress is the construction of an aqueduct by 100 men. The wages for

labour has not changed on account of the dearth of employment although the Ottawa Electric Railway which is the largest employer next to the city is offered labour at lower than current rates.

J. R. Booth has just finished the erection of a new paper mill at the Chaudière, which will begin turning out box board in the spring. The improvement of water power at the Chaudière enabled the pulp mills to operate almost at full capacity. The slightly improved demand for lumber added to shipping activities and transportation companies were busier.

The annual financial statement for Ottawa for 1908 showed the total revenue to be \$490,693, and expenditure \$489,214. The exclusion of the municipal light finances from the statement prevents any comparison with last year's figures. A report on fire losses shows the amount in 1908 to have been \$71,876 compared with over half a million the year before. The city registrar's figures state the mortgages for 1908 to have been \$2,881,884 as to \$3,027,623 in 1907. An evidence of civic progress is given in the returns of the Ottawa Electric Railway Company, which show that the gross receipts were \$616,229, an increase of \$41,950 over the previous year. A dividend of 12 per cent. has been awarded the shareholders.

A sale of Ottawa debentures took place on January 28, when nearly a million dollars of four per cent. bonds were sold at 99.81 to the Ontario Securities Company. The price is six points better than was realized on a sale of city bonds last June.

The Eastern Ontario winter fair realized \$610 cash, compared with \$350 the year before.

Ottawa rate-payers on January 4, defeated a by-law providing for the payment for three years of \$10,000 annually for the maintenance of a publicity bureau in Ottawa which was proposed as a means of attracting industries.

The total value of building permits for the year amounted to \$1,794,075 as compared with \$2,364,950 the previous year. In 1908, there were 507 permits or 152

more than the year before, but the structures were less expensive in 1908.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The agricultural industry is confined chiefly to marketing produce. Meat prices have shown a weakness, but dairy produce and eggs are high. A heavy rainfall in January was a boon to farmers who had suffered much for lack of water for stock.

Lumbering.—Conditions are favourable since the cold weather began, but hauling of logs was delayed by bad roads. J. R. Booth has begun the transport by train of sawlogs for early spring manufacture.

Manufacturing was helped by the increased water power at the Chaudière.

CONDITION OF PARTICULAR TRADES.

The building trades were fairly active. The metal, engineering and shipbuilding trades, and the woodworking and furnishing trades were active. Printers were busy getting out annual reports of churches, companies, etc. The clothing trades were active. Food and tobacco preparation trades and leather trades were quiet. Delivery employees were busy. Transport was active. Unskilled labour was dull.

KINGSTON, ONT., AND DISTRICT

Mr. William Kelly, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

As compared with the preceeding month and the corresponding period of last year, labour conditions generally were very dull in Kingston during the initial month of the year.

Severely cold weather during part of the month, the scarcity of opportunities for employment coupled with the "laying off" of many employees and the running on short time of many manufacturing concerns, etc., brought about a heavy demand on the various charitable institutions. Many of the requests were

for wood and coal. Clergymen and others have volunteered to act as mediums between the unemployed and citizens having snow-shovelling, ash-sifting, and other light work. Many of the recent arrivals have resorted to the making of artificial flowers, play toys, etc., while many have taken small jobs painting, paper hanging, etc., at quarter price. A disastrous fire, causing a loss of about \$10,000, occurred in connection with the Electric Street Railway's buildings and a large broom factory. The destruction of these places, particularly the broom factory, also threw a number of hands out of employment.

While January 1909, will be memorable as being particularly dull from an industrial view point, still the likelihood is that labour will be active during the coming season. Preparations are now being made for the erection of a number of buildings. At least a dozen concrete buildings have been planned, with others to follow.

During the month representatives of the public works department, Ottawa, made a survey of the Government dry-dock property. It is understood that the property will be leased to a concern, and a much needed repair plant instituted in connection therewith.

Beginning February 1st, Kingston is to have an improved mail collection. Thirteen new boxes are to be installed, and two vehicles will cover the routes instead of one, as at present.

There were no strikes, lock-outs or changes in the rates of wages or hours of labour during the month.

CONDITION OF LOCAL INDUSTRIES.

Farming, fishing, lumbering, mining and railroad construction were dull, manufacturing was fairly active.

CONDITION OF PARTICULAR TRADES.

The building trades were quiet. The metal trades were busy. Not in years as there has been such a poor season in marine building. A number of tenders have been called for, but prices were too high. On the 20th an important meeting of marine men was held to consider

matters pertaining to the work of the coming season. In addition to the local mariners, representatives were here from Oswego, Deseronto, Picton, Brighton and Gananoque. Woodworkers and furnishers were quiet. Printers, clothiers, bakers, butchers, ice cutters, and cigar makers were dull. Tanners and curriers were busy. Barbers, broom makers, delivery employees, hotel, restaurant and laundry workers were dull. Transport business was quiet. Unskilled labour was very dull.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally during the month of January was fairly active, being more active than during the same month last year. The mild weather had much to do with the conditions. A large amount of outside work was done, which gave employment to many who would otherwise have been idle. For the first time in some years there has been no extra call for relief for the unemployed. The usual grant of \$1,200 given by the city council is expected to be sufficient to meet the requirements.

During the month about 100 men were added to the staff of the rolling mills. Many men secured employment getting in the ice crop, which promises to be a good one. Last year the supply was not sufficient. The two cement plants were employing many men, and a third will be built next summer. Nearly all local industries are in a prosperous condition and employing their full complements. The new drill hall was taken over by the government, but will not be opened for a couple of months. The new separate schools kept many mechanics of various kinds at work.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Rough fish were caught in large numbers.

Lumbering was active in the northern part of the country.

Manufacturing was active in nearly every branch.

Mining was very active, especially at Deloro where the large smelters are situated. Four tons of silver a month are being smelted from Cobalt ore there.

CONDITION OF PARTICULAR TRADES.

Carpenters, painters, plumbers, gas and steamfitters had a busy month. The other branches of the building trades had a dull month. They are looking for a busy spring. Iron moulders and iron workers had an active month, the re-starting of the eighteen-inch mill helping considerably. Machinists and engineers, electrical linemen, brass workers, blacksmiths, boiler-makers and horse-shoe makers were fairly active, very few men in these lines being unemployed. Nearly all branches of the woodworking and furnishing trades were well employed. Printers, both machine, job and hand, were all employed, not one being idle. Pressmen and book-binders were also busy. Journeymen-tailors reported a very active month. Bakers, butchers, meat cutters and ice cutters were active. Cigar makers were all engaged full time. Harness makers had an active month. Barbers, clerks, stenographers, delivery employees, furriers and laundry workers were busy. Theatre employees had a dull month. Hotel and restaurant employees were fairly active. Railway men generally reported a better month than last year owing to the mild weather. Not a snow plough has been necessary during the winter so far. Cab drivers, hackmen and carters were busy. There were a number of unskilled men idle, but no distress was reported.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. J. Arthur Sharp, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

This month has been the quietest for some time, and there was no demand for

labour of any kind. There is a feeling that the spring will bring a revival. No more distress amongst the poor was reported than in former years, although the relief officer reported ninety-eight requests for the first nine days of the month. Commercial reports were light, with transportation active. Cutting ice and lumbering were about the only work being done. The W. Hamilton Co. has started again, but as yet, is not working full-handed. The contract for the Lindsay dam and locks has been awarded to Ritchie and Gibson.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers have been getting their wood cut, as the weather was very much in their favour, with not too much snow and cold weather, except the last week, when the weather was mild.

Lumbermen have been busy this month but the cut will not be as large as last year.

CONDITION OF PARTICULAR TRADES.

There is very little building going on except indoor work. Lathers and plasterers were fairly busy. Painters had a very good month, also plumbers. Iron moulders report trade fair. Machinists were not very busy, most of them working short time. Metal polishers, buffers, platers and brass workers were very slack. There was very little doing in the woodworking line, though pattern-making was fairly active. Printers had a fair month. The clothing trades were dull, also boot and shoe workers. Bakers reported a fair business. Cigar makers and tobacco workers were rather dull. Railway employees were active. There was very little work for unskilled labour.

DISTRICT NOTES.

Lindsay.—The R. M. Beal Leather Co. was working overtime to fill orders; in one week they turned out over 1,100 pairs of larrigans.

Cobourg.—The new steel rolling mill have got started, with about 150 men.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent,
reported as follows:—

GENERAL CONDITION OF THE LABOUR
MARKET.

Conditions were similar to those prevailing in December, with no apparent indication of any speedy change for the better. General business and industrial operations continued decidedly quiet, and the supply of labour in nearly all lines was largely in excess of present requirements. The numbers of the unemployed have been considerably increased during the month by an influx from the smaller towns and rural districts. Much distress prevailed, though the problem is less acute than last winter on account of the unusually mild season, and the timely arrangements made by the charitable institutions and churches to meet the emergency. Several appropriations amounting in all to \$6,000, have been made by the city for relief work, at which 200 men are employed at a time, each being given three days' work at \$2 per day. Additional men are taken on for snowcleaning when necessary. The sum of \$1,450 has been granted by the city for the free employment bureau. An "Unemployed Association" of men desirous of obtaining work from the city was organized on the 15th, more than 1,500 names being entered on the register.

The monthly meeting of the Board of the House of Industry was held on the 19th. The reports showed that a total of 2,152 families had received outdoor assistance. Casuals to the number of 552 men were admitted, the number of nights' lodgings given being 4,338, and 12,582 meals, in return for which 48 ton of stone were broken. Of those applying for relief, 280 had refused to break stone. The treasurer's account showed \$8,780 overdrawn. The casual ward will cost \$6,000 additional for the season.

The first monthly report of the free employment bureau presented on the 15th showed that there had been 2,478 applications for work. Temporary work was

obtained for 968 persons, and 16 received permanent work outside the city.

The number of buildings for which permits were issued during 1908 was 5,271, representing an approximate value of \$12,433,467, as compared with 5,051 buildings valued at \$14,225,800 in 1907.

The report of the harbour master to the Board of Harbour Commissioners showed the number of vessels arriving in port last season to be 3,330, being 333 less than in 1907. The coal receipts amounted to 148,678 tons, being 7,237 tons less than the previous year. Receipts from all sources amounted to \$22,114.

At the recent municipal election, a plebiscite was taken on the question of reducing the number of hotel licenses by 40, and resulted in a majority favourable to reduction. In accordance with this decision, a by-law fixing the limit for the hotel licenses to be issued at 110, in place of 150, as at present, is now before the city council.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The usual mid-winter dullness prevailed. Farmers obtained good prices for produce; the condition of the roads during the greater part of the month was not favourable for travel.

Manufacturing.—Most lines of manufacturing industry continued quiet, and only in exceptional cases were plants running to normal capacity. Though stocks throughout the country were largely depleted, orders as a rule were small and with a view to immediate requirements. Agricultural implement manufacturing was perhaps the most active branch. The Massey-Harris Co. is working to full capacity, and is increasing its capital in order to extend its facilities.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were dull, as usual at this season, with intermittent work when the weather permitted, and employment for some of the indoor trades on a large number of unfinished contracts.

Metal.—Machinists, moulders, electrical workers and sheet iron workers were

dull. Boilermakers and blacksmiths were moderately well employed. Brass workers were active, with jewellers and silver-smiths quiet.

Woodworking and furnishing.—Furniture workers and upholsterers were quiet. Cabinet makers, carriage makers and coopers had a fair month. Piano makers were quiet, but conditions somewhat improved.

Clothing.—Customs tailors were dull. Garment workers and boot and shoe workers had a quiet month.

Printers.—Printers, bookbinders and pressmen were less active than in December.

Food and tobacco preparation.—Bakers and confectioners, butchers and brewery workers had plenty of work. Cigar makers were dull, with a large number laid off in consequence of the contemplated reduction of hotel licenses.

Leather.—Harness and other leather workers had a quiet month.

Miscellaneous.—These occupations were generally quiet, with many more applicants for work than can obtain employment.

Transport.—Railway and street railway employees, expressmen and teamsters were fairly well employed.

Unskilled labour.—Very many were out of work, especially recent arrivals.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During January, industrial conditions held their own. There were fluctuations in some lines of employment, but the general average was hardly different from that of December. No trades were exceptionally active; no important trade was very dull; and there was no marked distress from lack of employment. There were few, if any, opportunities for newcomers to find employment.

While transportation was active and financial conditions steady, there was a marked dullness in retail trade.

A few printers received the final reduction of hours to bring the 8-hour day into effect, as arranged some time ago.

A new factory for the manufacture of cement-block machines was being erected.

Two city officials had their salaries slightly increased.

By-laws were carried to raise money to buy sites for a new militia armoury, a public library building, and to buy a site for and erect a new fire station.

A readjustment of assessment resulted in an increase in the valuation of taxable property by twenty-two per cent. This may permit of a reduction in the tax rate.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather being unusually mild, some plowing was done in December and January.

Lumbering.—A small amount of lumbering and saw-milling was being done in the district.

Manufacturing.—Factories were generally active, though there was a falling off in employment in the metal working trades. This condition was also evident in neighbouring cities of New York State.

Railroad construction.—Railway employment was steady, though the cattle embargo still affected the volume of through freight traffic.

Other industries.—The extension of the Ontario Power Co.'s power house was nearly completed. The company will soon undertake extensive works to increase its plant to about double its present capacity. This will necessitate a new water conduit or tunnel over a mile long, and further enlargement of the generating and other buildings. Such works will probably take several years to complete, and will employ many men, but no date for the commencement of the work has been fixed, as the plans are not yet completed.

There are many rumours of the early commencement of work on the proposed Trans-Niagara bridge, and of the building of the through electric railway from the Falls to Toronto. Engineers have been at work on the right-of-way owned by both companies, but so far as can be

learned, no contracts have been let for construction work.

Several western Ontario towns passed by-laws for the sharing in the Ontario government's power distribution scheme. Erection of the transmission line will be commenced early in the spring.

CONDITION OF PARTICULAR TRADES.

Mild weather permitted the carrying on of building operations, and bricklayers, masons and carpenters all found some employment. Planing mills were running. Painters were quiet, but plumbers and allied trades were active. Stonecutters were dull. There were a few idle men in each of the building trades. Builders' labourers found work scarce, and many were idle. In the foundries, machine shops, railway switch and frog works, cutlery and silverware factories, work was slack. Some concerns laid off some men, while others ran shorter hours. Electric linemen were more active. The clothing trades were very quiet. Ice cutters and packers had a short busy period, a large number being employed by the Michigan Central railway. Barbers, clerks, office employees and hotel and restaurant employees were quiet. Employment was rather better on steam railways than in December. On electric lines traffic was very light. No snow blockades have occurred to make extra employment. Unskilled labour was dull.

DISTRICT NOTES.

Welland.—A by-law to raise money to build another school was defeated.

Marshville.—A company was formed and a site secured for a large fruit evaporating plant.

Queenston.—A small planing mill was erected.

Stamford.—The quarries were closed for the winter months.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. James A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

While in some respects January was a quiet month for some branches of in-

dustry, particularly the building trades, on the other hand there was a noticeable improvement in factory employment, so that the month might be considered active and as comparing favourably with the corresponding month of last year. The Whitman Barnes Manufacturing Company, whose plant was destroyed by fire last spring, has completed the erection of its new buildings and is installing its plant, having started a number of hands to work, and expecting to be in full operation within a short time.

The mild weather has prevented the formation of ice, and will retard the filling of ice houses, which usually gives employment at this season of the year. After the Christmas trade, business men reported trade as quiet. A noticeable feature is the lightness of stocks carried by many business houses owing to recent sales and caution in stocking up.

The city will shortly start sewer construction work to give employment to the unemployed.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Employment in the manufacturing industries was more active than for some time past, and a very hopeful view of the future prevails. The Kinleith Paper Company of St. Catharines has been awarded a large contract by the Ontario government for statute paper; the contract is for a three year supply.

CONDITION OF PARTICULAR TRADES.

The building trades were quiet. All branches of the metal and engineering trades were active. Woodworkers, upholsterers, varnishers and polishers were quiet. Carriage and wagon workers were active. All branches of the printing and allied trades were active. Journeymen tailors, boot and shoe workers were active. Bakers and confectioners, butchers and meat cutters were active. Cigar-makers and tobacco workers were quiet. All branches of the leather trades were active. Barbers, clerks, stenographers, delivery employees, hotel and restaurant employees and laundry workers were active. All branches of transportation were active. Unskilled labour was quiet.

DISTRICT NOTES.

Port Dalhousie.—The Maple Leaf Rubber Company's works, which closed down the last week of December till the 15th of January, found it necessary to start up one week earlier than intended.

Thorold.—The condition of the labour market was favourable. The erection of the new pulp mills is progressing, and it is expected that the machinery will soon be installed.

Merriton.—The village-owned electric light plant is nearing completion; the transformers are being placed in position, and when completed, the power will be turned on from the Ontario Power Company's plant. A recently constructed addition to the Willson Carbide Company's works is completed, and machinery installed, adding greatly to the efficiency of the works. The work on the new Libster mills is progressing favourably. A large number of extra hands have been taken on at the spoke works, and this industry is running to nearly full capacity.

HAMILTON, ONT., AND DISTRICT.

Mr. P. Obermeyer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The quiet conditions in the labour market which obtained during December were accentuated in the early part of January by the shut-down of some industries for repairs and stock-taking, and the finishing up of building operations, which had been under way. This slackness is not in any way unusual, but the period of idleness in some of the factories may be prolonged this year beyond the usual length, especially in the stove industry. Some hopes had been entertained of the city works department beginning some roadway construction, if the good roads by-law, submitted to the ratepayers at the municipal elections was endorsed, and the weather conditions allowed. The by-law, however, failed to pass. A sheet of ice formed on the bay January 5, and prospects for the

ice harvest looked good for a few days; but milder weather accompanied by rains and high winds, supervened, and the close of the month finds that avenue of employment still closed. About 125 men have been kept at work on sewer construction, but unskilled labour generally has had a dull month. This year's city council has to face an overdraft of about \$112,000, so that the probability of any civic work being started early is not very bright. The number of unemployed is given by city officials as about the same as at the corresponding date last year, which was unusually large. There is not a great deal of activity in commercial or transportation lines. The only change noted in wages is in the printing trades, newspaper and job printers and pressmen having secured a four-years agreement with employers at a substantial increase in the wage rate. The iron and steel producing plants are still busy. Building permits for the month total about \$12,000, which is about \$4,000 less than for the first month last year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—At the meeting of the Hamilton Fruit and Vegetable Growers' Association, January 9, the tariff on fruits and vegetables coming into the country from the United States was discussed. The poor quality of seeds which are brought in from the States was also referred to, and the suggestion made that the growers should take steps to improve the quality of Canadian seeds by forming a company for the purpose.

Manufacturing.—The International Harvester Company has 400 more men at work now than it had in January, 1908.

The mayor is reorganizing the industrial committee, which has for its object the securing of new industries for the city. His idea is to have on the committee six aldermen and six representative business men.

The Otis-Fensom Elevator Works is showing signs of renewed activity in some departments, but it has not developed sufficiently to put the entire works on full time.

Railroad construction.—The defeat of the good roads by-law has embarrassed the council in connection with the proposed reconstruction by the street railway company of its roadbed. The council has decided to apply to the legislature for power to issue debentures for \$237,000, \$112,000 to cover the overdraft, and \$125,000 to pave James, Herkimer and Barton streets in connection with the street railway reconstruction. The city and company have not arrived at a final agreement on the matters in dispute, but are in a fair way now to do so.

CONDITION OF PARTICULAR TRADES.

Conditions in the trades show a slight improvement over December. Bricklayers have experienced the usual dullness of the period, which also affects builders' labourers and stonecutters, but the other building trades have been fairly well employed. Stove foundries have been closed during the month. Iron moulders in the jobbing shops are working, but are not very busy. Woodworkers are rather slack. The printing trades have had a fair month. Compositors and pressmen in newspaper and job offices have secured a four-years agreement with employers. Newspaper printers other than linotype operators will receive \$16 per week for the first year, \$16.50 the second and third years, and \$17 the fourth year. Job printers will receive \$15 the first year, \$15.50 the second and third years, and \$16 the fourth year. The linotype scale will remain practically the same as it was during the last three years. The wage scale for job pressmen is fixed at the same figures as for job printers. Web pressmen will get the following scale: First pressmen, \$21 for two years, \$22 for the next two years; second pressmen, \$15 for four years; apprentices, \$10. The agreements were reached without serious friction. The old scales were: Job printers, \$14; newspaper printers, \$14.50. Job pressmen \$14; web pressmen, \$18 to \$20; second pressmen, \$9 to \$12. The clothing trades have been rather dull. Boot and shoe workers were very busy. Bakers and confectionery workers have been fairly well employed. Tobacco workers have been

idle, but cigarmakers were all working. Broom makers have had a fair amount of work. Hotel and restaurant employees report trade quiet. Workers in transportation lines have been dull. The unskilled labour market is dull.

DISTRICT NOTES.

Dundas.—The electors, on January 4, declared in favour of a contract for power with the Ontario Hydro-Electric Commission.

BRANTFORD, ONT., AND DISTRICT

Mr. J. C. Watt, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was about the same as last month. There were a number of skilled and unskilled men either out of work or working short time. The factories with several exceptions were active. On the 4th the citizens defeated the Hydro-Electric Power by-law; also a by-law asking for \$5,000.00 for a nurses' home; and one asking for \$100,000 for the erection of a new collegiate institute and technical school.

The Hampel box factory was badly damaged by fire, but will be reconstructed at once. About 25 persons are out of employment as a consequence.

The annual convention of the Dairy-men's Association of Western Ontario was held here during the month; about two hundred delegates attended. The association is in a thriving condition in every respect. The treasurer's report shows a balance of \$867.84.

Merchants found trade quiet after the holiday season, but better toward the close of the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—At this season agriculturists are not very busy.

Manufacturing.—Several factories were active; one ran with a greatly reduced force, and in another part of the men were on short time.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, lathers and plasterers found trade dull. Carpenters and joiners in the factories were active; those usually employed at outside work were unemployed. Painters and decorators in factories were active; others were quiet. Plumbers, gas and steamfitters were a little quiet. Iron moulders in one of the large foundries were out of work all month, and in another are working 8 hours per day instead of 10. In several shops trade is active. Machinists were active. Electrical workers and linemen were quiet. Metal polishers, buffers and platers and stovemounters reported a number of idle men during the month. Blacksmiths were active. Boilermakers worked short time. Sheet metal workers were from active to quiet. Horse-shoers were active. Woodworkers were active. Carriage and wagon makers, pattern makers and coopers were active. Printers, pressmen and those engaged in the allied trades were active; in job shops there was increased activity toward the close of the month. Tailors and tailresses were a little quiet. Bakers and confectioners were active. Ice cutters were busy. Cigar makers and tobacco workers were a little quiet, but were more active toward the close of the month. Leather workers and saddlers were active. Barbers, clerks and delivery employees were steadily employed. Hotel and restaurant employees were active. Laundry workers were busy. Railroad trackmen and freight handlers were from active to busy. Street railway employees had steady employment. Draymen were active. Carters and teamsters were not very busy. Cabmen had a fair month. There were a number of unskilled labourers unemployed.

DISTRICT NOTES.

Paris.—The works of the Sanderson-Harold Co. destroyed by fire last month will be re-built at once. There were not many idle men in town during the month.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market in January showed little change over the preceeding month. Outdoor workers had very little employment. Factory workers in some lines were steadily employed, but short time was still in effect in some shops. Work on the new water-works construction was practically completed in December, and the effect was noticeable in the demand for out-door labourers. The present estimates for building work in 1909 are that the season will be the lightest for some years, very little work being at present estimated on. Retail trade was quiet. There were no wage changes and no industrial unrest during the month.

The building trades were practically at a stand still during the month, excepting for some repair work amongst carpenters, plumbers, painters and electrical workers. The metal trades showed a slight improvement with one exception. Iron moulders and machinists had an active month. Tube mill workers had little to do. The woodworking trades showed slight improvement. Woodworkers had a quiet month. Piano and organ workers were active as were carriage workers and upholsterers. Printers had an active month, but journeymen tailors had a quiet month. Garment workers had a very busy month. Bakers and confectioners had a quiet month and cigarmakers an active month. The ice harvest was in progress for a portion of the month. Unskilled labour was in poor demand. There does not seem to be the destitution amongst this class noticeable last year.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was well employed during January, especially on inside work. There

were a number of idle men, but not as many as was anticipated in the early part of the winter. The Trades and Labour Council raised \$68 from a concert for the relief committee, and the town council granted \$300 for the same purpose, but applicants for aid were few in number up to the end of the month. About \$260,000 have been expended in building operations throughout the town during the past year. The Kaufman Rubber Company, Limited, and the Hagen shirt and collar company have built factories. Besides these there were constructed a new church, an addition to a business block and residences. The Williams, Greene and Rome Shirt and Collar Company was very busy during the last half of the month, working overtime in order to meet demands. The Berlin Whitewear Company also reported very busy conditions. The Berlin Steel Go-cart Company, Limited, went into liquidation during January and was sold to another firm which will operate the plant. The Zuelsdorf Furniture Company has assigned.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy delivering saw logs and hauling wood, hay and building stone to market. Prices of produce remained about the same as in December.

Lumbering.—This industry was active.

Manufacturing.—Factories were all running full time and with normal staffs of employees. Business was reported as improving.

CONDITION OF PARTICULAR TRADES.

The building trades were quiet, but the metal trades were well employed. Woodworkers were somewhat inactive. Activity was reported in the printing and allied trades. Journeymen tailors, garment workers, hat makers, glove makers and boot and shoe workers were well employed. Bakers, confectioners, butchers, ice cutters, etc., were well employed. The leather trades were busy, as were also the miscellaneous trades. Activity prevailed among transport workers. Unskilled labour was inactive.

DISTRICT NOTES.

Galt.—All classes of labour were well employed during the month; though some of the industries were working on short time others were running full time. The Galt Malleable Iron Company was running day and night shifts.

WOODSTOCK, ONT., AND DISTRICT.

Mr. N. W. McElheran, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

A decided improvement was noted in manufacturing this month as compared with the preceding month, and with conditions prevailing a year ago. Most of the factories were adding men and lengthening the hours. In the wagon trades probably the greatest increase in activity was noted, all departments showing signs of improvement. In the furniture trade also a change for the better was noted, though the men have still a layoff of one day a week. Farmers were hauling logs the earlier part of the month, and during the last week, the weather being very mild, ploughing was done in many localities.

The Oxford county council appointed a commission to enquire into alleged irregularities in connection with the building of the county roads.

The municipalities of Woodstock, Ingersoll, Tillsonburg, Blandford Tp. defeated the proposed local option by-laws.

The president's report at the annual meeting of the Woodstock Board of Trade held in January contained the following: "It is pleasing to be able to report that there is a very noticeable increase in the number of men employed in the various local factories, as compared with last winter, and not nearly as many unemployed are to be seen on the streets as was the case this time last year. There is also noticed an improvement in the class of immigrants brought into this district, and they seem to be able to procure work at remunerative wages."

The report of the inspector of House of Refuge presented at the January session

of the county council contained the following statistics:—

Number of inmates, Jan. 1, 1908.....	58
Added during year.....	25
Total during year.....	83

The associated charity committee reported the engagement of a lady district visitor at a salary of \$15 per month, her duties being to visit families reported to be in want. This committee meets at the call of the mayor. The drain upon the funds of the charity account are not nearly so heavy as during the corresponding period of last year, which would indicate that fewer heads of families are idle, and that work is more plentiful.

The new Carnegie library was formally opened during the month. The building cost \$23,302 and of this Mr. Andrew Carnegie contributed, \$23,000. At the opening the inspector of public libraries for Ontario made an important statement regarding the introduction of technical instruction in the libraries. He stated that if any library would raise, outside of its regular funds, the sum of \$100, for the purchase of technical books, the government would loan to that library in installments, other technical books to the value of \$100 or \$200, covering particularly the trades represented in the industries in the town or city. It was also stated that a series of examinations for the benefit of those studying the technical courses would be held at each library, and diplomas awarded by the Education Department.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were in the earlier part of the month engaged in hauling logs and cutting wood. In some localities ice was also being put up. During the last week ploughing was done in several localities. The rains helped to replenish the streams throughout the county that had become very dry. Butter factories were turning out about the usual quantities of butter.

Good prices prevailed for all classes of produce. Butter ranged from 25c. to 30c. per lb. The ruling price for eggs was 28c. to 30c. per doz.; apples, \$1.00 to \$1.10 per bag; dressed hogs, \$9.25 per cwt.; potatoes, 75c. per bag.

Manufacturing.—All lines showed decided improvement. Woodworkers in all branches were getting more work, and the hours were being lengthened and more men taken on.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were very quiet apart from a few men employed in alteration. Carpenters were employed to a degree on inside work, while planing mill men were busy. Lathers and plasterers were quiet. Painters and decorators were busy, several jobs giving nearly all employment. Plumbers and gas fitters were busy during the cold spell. Stonecutters were all steadily employed. Moulders and stove mounters were slack. Machinists and engineers were not very busy. Electrical installers were busy. The officers employed by the Hydro-electric Power Commission were working in this district during the month. Woodworkers reported increased activity in nearly all lines. Wagon makers were being taken on, from 25 to 40 per cent. more men being employed than during the corresponding month last year. In the paint shops more men were also employed. Pipe organ workers reported a very busy month, with orders well ahead. Reed organ workers in the Thomas Organ and Piano Co. were steadily employed and the prospects were very bright. Furniture makers were more active than for some time past.

The Russell Harvesting Machine Co., Limited with head office at Woodstock, made application to the Board of Trade for assistance towards the erection of a factory. Their statement was to the effect that from 250 to 500 men would be employed. They asked for certain exemption and a free site. The matter was referred to a committee to investigate. They also asked that \$25,000 worth of preferred stock be subscribed locally. Printers were active. Journey-men tailors were quiet. Bakers and confectioners were well employed. Ice cutters were busy. Cigar makers were active, with business improving. Barbers reported a quiet month. On account of the embargo on American cattle

practically no trains of live stock passed through during the month. The unskilled labour market did not appear to be overcrowded.

TRATFORD, ONT., AND DISTRICT

Mr. Joseph T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Very little change in the labour market has occurred since December. Most lines of industry continued quiet, with the supply of labour in excess of the demand. A larger number of unemployed was reported than in the previous month. The city authorities are providing employment on sewers and other public works for the needy ones, and a public room has been established where the poor and children will be fed. The new bye-laws voted on at the municipal elections were carried: (1) to enter into contract with the Hydro-electric Power Commission; (2) to provide \$15,000 for park purposes; (3) to raise \$25,000 for sewer farm extension.

The ice dealers had commenced cutting and storing ice, and had given employment to a number of men, when the snow came and put a stop to the work. The demand for dwelling houses appears to have been met; rents are somewhat higher than at this time last year. There were no changes in rates of wages or conditions of labour and no trouble in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers were engaged in the feeding of their stock; in the districts they have suffered for lack of water, but the recent rain and snow has improved conditions. Market prices are:

Wheat, 28 cts. per doz.
 Barley, 24 to 25 cts. per lb.
 Potatoes, 65 to 70 cts. a bag.
 Apples, 90 cts. to \$1.40 per bag.
 Peaches, 40 to 50 cts. each.
 Plums, 90 cts. each.
 Pears, 92 cts. per bushel.
 Apples, 43 cts. to 50 cts. per bushel.
 Peaches, 80 cts. per bushel.
 Plums, 37 cts. per bushel.

Manufacturing.—Manufacturing was quiet in most lines. The outlook for the remainder of the winter is not reassuring.

CONDITION OF PARTICULAR TRADES.

The building trades were quiet during the month except plumbers and gas and steamfitters, who were fairly busy. Iron moulders, machinists, blacksmiths and boilermakers were active, especially those engaged in the G.T.R. car shops. Woodworkers, upholsterers, varnishers, carriage and wagon makers reported work dull. Coopers were active and the stove factory workers were busy. Printers were busy. Journey men tailors were fairly well employed, while factory workers were dull. Bakers, confectioners and butchers were busy. Cigar makers were idle the two first weeks of the month. The leather trades had a quiet month. Barbers, clerks and delivery employees were busy. Hotel, restaurant and laundry workers were active. Railroad conductors, engineers, firemen and trackmen were fairly well employed, but work was very dull for spare men. Cab drivers, draymen and teamsters were busy. Unskilled labour was very dull.

DISTRICT NOTES.

Sebringville.—The Sebringville Flax Mill is running steadily and during the month shipped two cars of flax-fibre to the Eastern States.

Clinton.—A portion of the Thresher Co.'s plant has been leased by H. Bidwell and has secured contracts that will keep the plant busy for several months, starting with a small staff but expecting to gradually increase the number.

LONDON, ONT., AND DISTRICT

Mr. A. Woonton, correspondent, reported as follows.—

GENERAL CONDITION OF THE LABOUR MARKET.

There was very little change in labour conditions from the previous month and a large number of workers were out of

employment or working short time. An outstanding feature of the month was the meetings held by charitable and municipal bodies, with the object of devising ways and means to help the deserving poor. A decision was reached to divide the city into wards and subdivisions, committees from these to report all cases to a central committee by whom relief would be dispensed. A concert was given by the Trades and Labour Council and a good sum raised. The city council granted the sum of \$1,000 for the purchase of stone to be broken by the unemployed, with a promise of \$1,000 more. The secretary of the Charities' Aid Society reported that the number of men seeking employment through the wood sawing scheme has been so great that he was forced to limit every man to three cords a week, and that over \$200 had been spent in this manner already. A disastrous fire on the night of January 18 destroyed the works of the Globe Casket Company, entailing a loss of \$200,000 and throwing at least 75 men out of employment, with no prospects of securing work elsewhere in the city. New buildings to the value of \$801,170 were erected in 1908, 242 building permits having been issued.

CONDITION OF PARTICULAR TRADES.

Very few buildings were in course of erection, but workmen were able to work on those under way as the weather was fine, there being no snow whatever. However, most employees in the building trades were idle. Iron moulders were working nine hours per day. The rolling mills were slack. Machinists had a fair month, as well as metal polishers and brass workers. The woodworking trades were generally dull. Car builders at the Grand Trunk shops had their hours reduced from 44 to 40 per week. Coopers reported a fair month. Printers and pressmen had a fair month, but book binders were dull. Garment and boot and shoe workers were busy, Tailors were in their dull season. Candy and biscuit factories have reduced to three-quarters time. Cigarmakers reported a fair month, but expect a falling off in trade owing to local option having

been carried in about 40 western Ontario towns and townships. Ice cutters gathered in a good quantity of ice early in the month. The leather trades were busy. Quietness prevailed in the transport trades. Very little work was available for unskilled labour and a large number were idle.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during January showed little change from that of the preceding month. Mechanics in the building trades were not altogether idle during the month, as occasional mild days permitted work to be done on a number of unfinished buildings, particularly a new block being erected by the Brotherhood of Locomotive Engineers and building of Ingram & Davey. Considerable brick work was done on the Engineers' building, a full staff being employed whenever weather conditions were favourable for outside work. There was no change in conditions governing unskilled labourers, the supply being greater than the demand. Work continued throughout the month on the Ross Street Subway, but the number of men and teams was limited.

Returns from the Light, Heat and Power Department and Waterworks demonstrate that as publicly owned utilities they are a pronounced success. For the water works, the treasurer's report shows gross surplus revenue for the year to have been \$21,272.56. The wells added 1,500,000 gallons per day to the supply. The report of the Light and Power Department shows surplus revenue of \$6,913.49, notwithstanding a reduction made during the year in the price of gas to consumers. The net revenue to the department was \$16,658.93.

Work continues plentiful in the dry goods, the Michigan Central and Marquette being particularly busy.

ing January. In the traffic department of the Pere Marquette, the men have been very well employed, two crews being added during the month. Traffic employees of the Michigan Central Railway complain that the month has been exceptionally quiet for January, which heretofore has been one of the busiest months of the year. The embargo placed on stock shipments because of the foot and mouth disease, is responsible to a great extent for the slackness prevailing.

Local industries reported the month a fair average. Merchants complain that trade has not been up to expectations during January, and as a result, staff reductions have been made in some instances with view to reducing expenses.

The plebesite on the Sunday Street railway proposition submitted to the people during the month was carried by substantial majorities in St. Thomas and Port Stanley. A by-law to expend \$10,000.00 in the erection of septic tanks was also carried by a substantial majority. The Council committee is considering a garbage collection scheme which has been submitted for consideration and which adopted will give employment to a considerable number of men.

There have been no changes in rates of pay or hours of labour reported during the month.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—The factories report an average month.

Agriculture.—Markets were fairly well tended, the following prices for staples prevailing:

Eggs, 30 cts. and 35 cts. a dozen.
Butter, 28 cts. and 30 cts. a pound.
Potatoes, 90 cts. and \$1.00 a bag.
Apples, \$1.00 and \$1.20 a bushel.
Lard, \$2.90 per 20 lb. pail.
Flour, \$2.90 to \$3.00.
Onions, 80 cts. a bushel.
Turnips, 40 cts. a bushel.
Beef, 12 cts. and 15 cts. a pound.
Pork, 8 cts. and 9 cts. a pound.
Tenderloin, 20 cts.
Pare ribs, 8 cts. and 9 cts.
Turkey, 17 cts. and 20 cts.
Chickens, 10 cts. and 12 cts. per pound.

CONDITION OF PARTICULAR TRADES.

Mechanics in the building trades were few for the most part, occasional mild

days permitting work to be resumed. A number of carpenters were regularly employed on inside work. Blacksmiths, machinists and boilermakers were well employed. Printers reported the month a good average. The clothing and miscellaneous trades were quiet. Unskilled labour was quiet.

CHATHAM, ONT., AND DISTRICT

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was very quiet during the whole of the month. There was practically nothing done in the building line and many mechanics were out of work a great part of the time. Architects reported a few plans being prepared. Planing mills were idle off and on during the greater part of the month. Carriage and wagon factories were busy, running full time; while the Manson Campbell Fanning Mill Co., laid off a number of hands, most of them securing employment with the Chaplin Wheel Works. No public improvements were undertaken during the month; consequently there was little work for the labouring class.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were not very busy, most of them looking after stock and marketing their produce, for which the following prices prevailed:

Butter, 25c. lb.; eggs, 30c. doz.; lard, 14c. lb.; turkeys, \$1.50 each; apples, \$1.00 bag; potatoes, 90c. bag; hay, \$6.00 to \$10.00 ton; oats, 37c. bus.; wheat, 93c. bus.; beef, 7c. lb.; pork, 10c.; hogs, live, \$6.50; hogs, dressed, \$8.50.

CONDITION OF PARTICULAR TRADES.

Bricklayers, plasterers, carpenters and joiners were idle the greater part of the time. Painters and decorators were very quiet. Plumbers were fairly busy, but builders' labourers were idle. Iron moulders and iron workers and helpers

were only fairly active. Electrical workers and linemen were slack. Sheet metal workers and shorseshoers were brisk. Carriage and wagon workers were busy. Job printers and pressmen were busy, but bookbinders reported trade slow. Journeymen tailors and garment workers were dull. Bakers and confectioners reported trade up to that of December. Barbers, stenographers and delivery employees were fairly busy. There was no demand for unskilled labourers.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All branches of trade have been fairly busy during the month, and especially the building trades. The city has experienced a phenomenal year in building operations. During 1908 the amount of building reached a total of \$350,000. In 1906, the number of building permits issued was 78; in 1907, 90 were issued, and in 1908 the number reached 126. There are several building under way at the present time. Manufacturers were running full time and with complete staffs. The Seeley Company has purchased a site and is having plans drawn for a \$15,000 perfume factory. A company from Detroit leased a plant and expected to have it in operation on February 1st, for the manufacture of automobiles; employment will be given to about 50 hands. Wholesale and retail dealers reported trade fairly good, with collections a little slow.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were somewhat quiet, with no demand for help.

CONDITION OF PARTICULAR TRADES.

On the whole, the building trades were active. The metal trades were fully employed. Woodworkers were fairly well employed. The printing trades worked full time. The clothing trades had a

fair month. Bakers, butchers, ice cutters and tobacco workers were busy. The leather trades reported a good month. Barbers had a dull month, but clerks and delivery, hotel and laundry workers were busy. Full time was worked in the transport trades. There was plenty of work for unskilled labour.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The supply of labour during the month was in excess of the demand. Business was quiet in nearly all lines. A movement was under way to construct a dry dock at this point; a by-law bonusing the company concerned will be voted on by the ratepayers shortly.

With regard to the Lake Superior Corporation, which operates a number of industries, including the steel and pulp mills, a large amount of English capital has been subscribed, and the intention is to increase the capacity of some of the plants.

Taken as a whole, the outlook for the coming season is bright. The financial conditions are such that it was possible to borrow money at five per cent., whereas the rate in the past has been six per cent.

CONDITION OF LOCAL INDUSTRIES.

Agriculture, fishing, mining and railroad construction were dull. Fair conditions prevailed in manufacturing.

CONDITION OF PARTICULAR TRADES.

In the skilled trades, conditions were quiet, as was also the case with unskilled labour.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During January there has been a slight improvement in the condition of the

hour market, insofar as the number of men unable to get enough work is concerned. The Associated Charities have had fewer cases to deal with. To meet cases of extreme poverty, the city has adopted the plan of giving men three hours' work a day. As far as possible this plan was applied to married men. To test the unmarried men who applied for work, the Relief Inspector offered employment on a farm. A large proportion declined, and were prosecuted as vagrants. This method materially reduced the numbers applying for public relief. The secretary of the Men's Own Mission, an institution that has provided help for very large numbers of the unemployed, stated that there are fifteen men to every job available. In this respect, the conditions are about the same as in the previous month. Beginning with March, there is expected to be a steady demand for labour that will fully absorb the supply. The secretary of the Associated Charities is of the opinion that the most distress amongst the unemployed will take place in February. By that time, the savings of many families will be exhausted, and they will require assistance.

A plan has been recommended to the Fire, Water and Light Committee for the entire reconstruction of the water-softening plant of the city of Winnipeg at an estimated cost of \$150,000. At the present time, the daily consumption of water is 6,000,000 gallons, and under the plan proposed, the cost of softening would be \$58,150, which is equivalent to 2.6 cents per 1,000 gallons. For the average house the cost of softening would not exceed one-half cent per day. Under the old plan, the cost of water softening is between 3 and 4 cents per 1,000 gallons.

An agreement has been arrived at between the city of St. Boniface, adjoining Winnipeg, and the Canadian Pacific, the Canadian Northern and the Grand Trunk Pacific Railway Companies for the erection, within the limits of that city, of union stock yards. The new yards are to be erected this year.

CONDITION OF LOCAL INDUSTRIES.

Railway construction.—Mr. Wm. Whyte, second vice-president of the

C. P. R., has announced the company's intention of proceeding with the following new lines in the west during the present year:—

In Alberta—

A new line running northwest from Lethbridge, to connect with the Calgary and Macleod branch north of High River.

A new line running north from Cheadle to connect with the Lacombe branch.

An extension of the Lacombe branch east from Stettler.

In Alberta-Saskatchewan:—

The construction of a new line running west from Weyburn.

In Manitoba—

The extension of the Stonewall branch northward to Icelandic River.

The completion of the double-tracking east of the city.

CONDITION OF PARTICULAR TRADES.

Building. — Bricklayers and masons have very little to do at the present time. In the case of carpenters, the amount of indoor work is a little better than usual at this season of the year. Most of the skilled men are able to get a fair proportion of work. This is perhaps due to the fact that a very large number of them left the city in the fall of last year. At that time it was anticipated that building would be dull. In all other of the building trades there is dullness.

For activity in the spring there are well grounded hopes. Mr. J. D. McArthur has purchased a valuable site and purposes erecting thereon a fourteen-story building. The Bank of Commerce has secured a site for the erection of a bank and many permits have been taken out for the erection of dwellings. House agents report that there is a demand for a good class of dwelling houses. In addition to these, however, several large store buildings will be proceeded with as soon as the weather permits. Although during the early part of January the thermometer went as low as 35 degrees below zero during working hours, there was no cessation of work upon the erection of the steel work for the union depot in course of construction, and the building for the Bank of Nova Scotia.

Metal.—In the metal trades there has been a slight change owing to the

opening of the new foundry of the Canadian Northern Railway. Up to the present this company has been getting its work done at several plants, but it is now withdrawing its patterns. Practically all the foundries are slack, with the possible exception of the Manitoba Iron Works, which has in course of manufacturing the new steel and columns for the projected large addition to the Eaton stores in Winnipeg. Electrical workers are fairly busy finishing new buildings. There are, however, quite a large number of hands out of employment.

Woodworking.—In the woodworking trades, the various plants are working on short staffs and short time. With the approach of spring, they expect to be fully occupied, and regard prospects as hopeful.

Printing.—Conditions are normal. End of the year business has been fairly satisfactory.

Clothing.—Seasonal slackness prevails in the clothing trades. A large number of employees are out of work.

Leather.—In the leather manufacturing trades, the number of employees had not been up to the standard during January, but orders are now coming in which will soon create activity in this line.

Miscellaneous.—January and February are usually months during which the workmen requiring indoor work find it difficult to get. There are a large number of both men and women seeking miscellaneous employment, especially stenographers of mediocre ability, clerks, laundry workers and delivery employees.

Transport.—Following the closing of the navigation season, there has been a very large decrease in the number of train crews being put to work. Amongst railroad employees this is a quiet season. In the workshops large numbers of men are being laid off temporarily, whilst repairs are being made to plants.

BRANDON, MAN., AND DISTRICT.

Mr. E. Fulcher, correspondent, reports as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during January was practically

the same as in the preceding month. Compared with a year ago, fewer men were employed. The number of unemployed remained about the same as last month, with no prospect of their numbers being decreased. A disastrous fire occurred at the warehouse of Messrs. Codville & Co., which was practically destroyed, a loss of approximately \$80,000. There were no strikes or lockouts.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing was somewhat quiet; most of the manufacturing firms closed down for the winter months.

CONDITION OF PARTICULAR TRADES.

The building trades were very dull, practically everybody connected with building being out of work. Bricklayers and masons reported everybody idle. Carpenters reported several members signing the out of work book. Lathers, plasterers, stonecutters and builders' labourers were very dull. Machinists and engineers were dull. Woodworkers, carriage builders and pattern makers found employment somewhat quiet. The printing and allied trades were active. Bakers and confectioners were fairly busy. Butchers and meat cutters were active. Ice cutters were busy and cigar-makers were dull. Railroad transport was dull. Teamsters and expressmen found employment normal. Unskilled labour was very dull.

REGINA, SASK., AND DISTRICT.

Mr. Hugh Peat, correspondent, reports as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during the month was quiet. Very little activity existed in the building trade. A few carpenters found employment on inside work and on stock goods in the factory, but the majority were unemployed. Several bricklayers have been employed on a new tenement building which is being constructed, but other

wise the condition of the trade was quiet, and is likely to remain so until the general revival in the spring.

The general election of officers of the Regina Trades and Labour Council took place during the month, and the following were elected:—

President, A. S. Wells.
Vice-President, J. Burland.
Secretary-Treasurer, W. E. Cocks.
Recording Secretary, D. Swan.
Warden, Thos. M. Molloy.
Statistician, W. Stevens.

On January 18th, a deputation from the Regina Trades and Labour Council waited upon the members of the City Council in support of a petition for a fair wage clause in all city contracts, and also with regard to the liability of householders to pay poll tax. The Trades Council also went on record as being in favour of householders being permitted to vote on municipal affairs. In reply, the mayor promised consideration of the various items mentioned, but pointed out that the granting of a vote to householders would necessitate a change being made in the city charter.

Several cases for relief have been brought to the notice of the city health and relief officer during the month, and have received proper attention. Nearly all cases of want are amongst the foreign labouring population or those who have no particular trade, but there are some mechanics in straightened circumstances, especially in the building trades, due largely to the very poor building season last year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Winter conditions prevail. Much snow fell early in the month, and with the roads in good condition for sleighing, the farmers were busy hauling lumber, etc.

CONDITION OF PARTICULAR TRADES.

Building.—The condition of trade in all branches was dull; plumbers, gas and steamfitters were quiet, although there was a slight improvement over last month; labourers were very quiet.

Metal.—Electrical workers and sheet metal workers were dull.

Printing.—Printers were fairly active; bookbinders were active.

Food and tobacco preparation.—Cigar manufacturers had a busy month.

Miscellaneous.—Laundry workers were active.

MOOSE JAW, SASK., AND DISTRICT.

Mr. T. Backus, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during the past month showed little change. For the time of the year, it was considered very satisfactory. No cases of distress owing to unemployment have been reported.

The new Saskatchewan flour mills commenced to grind on the 26th, the occasion being commemorated by the tendering of a banquet to the president and staff by the Board of Trade. The new mill has a capacity of 1,000 barrels daily, and an elevator capacity of 2,000,000 bushels, and is the largest of its kind west of Winnipeg, employing fifty hands.

Following the holiday rush, retail trade has been somewhat slow. The unusually mild weather prevailing towards the end of the month, however, had an improving effect, especially on the dry goods trade.

The various branches of the building trade were slack. The metal and engineering trades, however, were fairly active, but the supply of labour was fully equal to the demand. The printing and allied trades continued fairly busy, and there was no unemployment in these trades in the city. The clothing trades, clerks, hotel and theatre employees were all active, as were also the transport branches.

CALGARY, ALTA., AND DISTRICT.

Mr. George Howell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during the month was dull. The

supply of both skilled and unskilled labour exceeded the demand. It is estimated that there is about 1,500 unemployed in the city. The City Council is making the grade to Crescent Heights, and is employing two shifts of men thereon, each shift working four hours per day at 20 cents per hour. This is being done to give extra men employment, and thereby reduce the number of unemployed. The contracts for the paving of 8th and 14th avenues are now completed. The Algoma Bridge Co. has commenced work on the new bridge which is to span the Elbow river. There are indications of a general improvement in trade, but wholesalers and retailers report a considerable decrease in trade as compared with last month; also a decrease as compared with the corresponding period of last year. Bank clearings for December were \$7,598,118.00, and for the year 1908 totalled \$64,815,227.00. There were no changes in rates of wages or hours of labour.

CONDITION OF PARTICULAR TRADES.

The condition of employment among particular trades will be seen by the following table:—

	Employed.	Unemployed.
Bricklayers and masons.....	14	119
Lathers.....	4	6
Plasterers.....	4	17
Stonecutters.....	39	88
Electrical workers.....	27	6

In addition to the above, the majority of carpenters, joiners, painters and builders' labourers were unemployed. Plumbers, gas and steamfitters, blacksmiths and boilermakers were well employed. Metal engineers were on short time. The printing and leather trades were well employed, but the clothing trades were dull. Food and tobacco workers were fairly well employed, as were also the miscellaneous trades, but unskilled labour was very dull.

EDMONTON, ALTA., AND DISTRICT

Mr. P. C. Foley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The demand for labour during January was limited. This was partly accounted for by the unusual severity of the weather. Outdoor work being practically at a standstill, fewer men were employed than during December, but compared with January, 1908, conditions were more favourable particularly in the skilled trades.

With the exception of the Parliament Buildings and the Post Office where a few men are employed, no large building is at present under construction.

The Grand Trunk Pacific bridge at Clover Bar was completed on 1st January. As soon as weather permits, track-laying will be resumed and the G.T.P. railroad will be operating trains between Edmonton and Winnipeg by May next.

Building permits to the value of \$2,549,847 were taken out during the year 1908; this was an advance of \$250,000 over permits taken out during 1907, Edmonton standing in fifth place among the cities of Canada in the value of building permits issued.

Homestead entries for December, 1908, were 340, for December, 1907, 234.

Edmonton City Council at a recent meeting cancelled the franchise held by the International Heating and Lighting Company for the manufacture and supply of gas. The city now owns and operates all public utilities.

The rate for electric light has been reduced from eleven to eight cents flat rate, per kilowatt hour. The government long distance telephone rates have been reduced about twenty-five per cent.

Eighteen coal miners were successful in their suit against two directors of the United Colliers, Limited for wages. Judgment was given in their favour for amount in full, \$700.

An amalgamation of the Alberta Farmers' Association and the Canadian So-

ciety of Equity took place on the 14th inst.; the new organization will be known as the United Farmers of Alberta and will have a membership of five thousand. Officers elected for 1909 are: James Bower, Red Deer, President; Rice Sheppard, Strathcona, Vice-President; E. J. Fream, Innisfail, Secretary-Treasurer.

CODITION OF PARTICULAR TRADES

All building organizations reported trade dull, a number from each craft being out of employment. Unskilled labour was dull, the supply exceeding the demand

LETHBRIDGE, ALTA., AND DISTRICT.

Mr. Thos. S. Harold, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was a decided falling off in the amount of work done, owing chiefly to the cold weather; which put the building trades almost entirely out of work for some time. The after holiday trade has been very good in all lines; better than in other years.

The coal operators and miners meet at MacLeod on March 31st, to draft a new agreement.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Winter wheat is reported to be coming through the winter in good shape.

Lumbering.—Two heavily capitalized concerns have purchased lumber yards, and will enter the wholesale and retail business on an extensive scale.

Mining.—Coal mining was active throughout the district, the cold snap increasing the demand.

Railroad construction.—The C.P.R. announced that it will construct a line from here to the C. & E., north of High River in the fall. The million dollar C.P.R. bridge here will be completed this summer.

CONDITION OF PARTICULAR TRADES.

The building trades were dull owing to cold snap. Machinists, steam engineers, electrical workers, linemen blacksmiths and horse-shoers were active. Printers, food and tobacco workers and transportation employees were active. Tailors were dull. There were a number of unskilled labourers out of work here at present, but when the weather breaks prospects are good for them procuring work.

NELSON, B.C., AND KOOTENAY DISTRICT.

Mr. A. B. Dockstader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during January throughout the Kootenay district was quiet, the supply of both skilled and unskilled labour exceeding the demand. Though the situation was better than at the same time last year in the mining industry, there was no improvement in the lumbering industry.

On the morning of the 7th inst., the thermometer registered 17 below zero at Nelson, being the coldest in the history of this district. Anchor ice embarrassed the West Kootenay Power plant to such an extent that the mines and smelters at Rossland, Trail and Boundary points which use the electric power had to shut down for about a week, putting nearly all the workmen out of work for the time. Part of the staff at the coal mines at Michel, Hosmer and Coal Creek lost about the same amount of time through the cold making trouble with the compressed air used in the haulage system of those mines.

The Queen Mines and Nugget Mines, both adjacent to Salmo, are regularly producing gold bricks. The St. Eugene Mines at Moyie, B.C., are reported to have over 500 men on their pay-roll, the largest number in the history of the mine. The coal mines at Hosmer are reported to have about 350 men on their pay-roll;

they have part of their coke ovens in service, and are pushing developments at the mines and installing a powerful and up-to-date fan.

The Michel Colliery is employing slightly over 1,000 men. The Company has almost completed a new steel tippie, after which it is anticipated the force may be increased.

The new brick public school at Nelson, costing about \$75,000, has been opened.

The new marble provincial court house is finished and the different provincial staffs are expected to occupy it about the 1st of February.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market in this district is very quiet at present, and a considerable number of mechanics of all kinds, with the exception of plumbers, are out of employment. The latter have been actively engaged for the past few weeks in attending to water services which had become demoralized owing to exceptionally cold weather. In this city the temperature did not reach zero at any time, the lowest point being three degrees above; it was cold enough, however, to affect the water pipes which have not been laid deep enough to withstand much frost. A large number of labouring men are out of employment, but the weather having again moderated, and a slight fall of snow having disappeared, it is expected that some industries which had ceased work will be put in operation at once. A new shipyard capable of accommodating the largest sea-going vessels will be constructed in this city, the necessary water frontage having been secured. The Provincial Government will shortly call for tenders for the construction of a central building for the accommodation of the inmates of the Hospital for the Insane; this is expected to cost about \$250,000, but is only one of many buildings which it is proposed to con-

struct on 1,000 acres of land which has been secured at the confluence of the Coquitlam and Fraser Rivers, the estimated cost of all the buildings being \$2,000,000. The intention is to ultimately move the hospital from its present location to the new home, where the patients may have a better opportunity of working in the open air. The Dominion Government have expended a considerable amount of money on the construction of a wing dam at what is known as the Annieville Bar, and the dredge *King Edward* has been on this work for some months, with the result that a cut has been made through the bar 150 feet in width with a minimum depth of 25 feet.

A co-operative grocery store has been opened in this city with good prospects, having 136 fully paid-up members.

The school trustees have under consideration the inauguration of a commercial branch in connection with the public schools; the proposition has been indorsed by a number of ratepayers. A census recently taken of the inhabitants of this city showed the population to be 12,198; an application will be made at once to the Postmaster-General for a system of free mail delivery; arrangements are under way for the placing of name plates on the streets and the proper numbering of the houses; two new fire halls have been added during the month, making four well equipped fire halls in this city.

During the past year this city has made rapid growth. This has been caused in no small degree by the growth of the surrounding municipalities of Burnaby, Surrey, Coquitlam, Pitt Meadows, Maple Ridge, Mission, Kent, Nicomen, Dewdney, Delta, Langley, Chilliwack and Matsqui; in all of these places many new settlers have come in and land is being sub-divided into small holdings suitable for poultry raising, and fruit growing.

Many new sawmills have been added along the Fraser River during the year to supply the demand for local buildings, and for shipping through the many new outlets which have been opened up. The Electric Railway from New Westminster to Abbotsford is well under way.

Before proceeding to Chilliwack, its ultimate destination, a good deal of work will have to be done at Sumas Lake, which will result in the reclamation of 30,000 acres of the fine agricultural land.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agriculture is quiet at present, but good prices prevail for all kinds of farm commodities. Owing to the frosty weather it is expected that some of the root crops will be injured. This will have the effect of raising prices. The following are market quotations:

Beef, hind quarters, 7 to 8 cents per lb.
Beef, fore quarters, 4 to 5 cents per lb.
Mutton, 10 to 11 cents per lb.
Veal and lamb, 10 to 12 cents per lb.
Pork, 8 to 9 cents per lb.
Fowl, \$7 to \$8.50 per dozen.
Eggs, fresh, 50 to 55 cents per dozen.
Potatoes, \$15.00 per ton.

Fishing is quiet on the Fraser River and is likely to continue so for some time.

Lumbering is quiet, but the saw mill companies expect a good spring trade.

Railroad work on the line of the B. C. Electric between this city and Chilliwack, still continues to be pushed ahead as fast as possible, consistent with the state of the weather, and a considerable number of men are being employed.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers, plasterers are quiet, with plumbers active and builders' labourers very dull. Iron moulders, machinists, engineers, blacksmiths and boilermakers were quiet. Car builders (electric) were busy, with shingle weavers dull. Printers, bookbinders, journeymen tailors, boot and shoe workers and cigar makers were quiet, with bakers, butchers and meat cutters active. Tan-ners, barbers, clerks and laundry workers were dull. Steamboat men and steamboat firemen were dull, with street railway men active. Teamsters and expressmen were quiet, with unskilled labour very dull.

VANCOUVER, B. C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MERKAT.

The general condition of the labour market changed very little from that of the previous month. Owing to cold weather, fully 60 per cent. of those engaged in the building trade were unemployed. Work in all lines was very quiet, with prospects of an early improvement not bright. There were a number receiving relief from the city.

The number of building permits issued during January, 1909, amounted to \$280,795 in value; the value of the permits issued in the corresponding month last year amounted to \$355,683.

A delegation representing the labour interests of the province will next month place before the provincial government a protest against "assisted immigration, especially that sought by the Salvation Army from the Provincial Government;" a request for the passage of legislation making an eight-hour day compulsory on all employers of labour in British Columbia; a demand for the appointment of a factory inspector; a request for the abolition of election deposits; for a better system of securing a free and full franchise; an extension of the free text book system; provision for the unemployed by the establishment of necessary works—say the opening of a government coal mine or sawmill; and the protection of unions' property, as well as funds.

The Land Registry report shows the value of the lands sold during January, 1909, amounted to \$8,084.25, and for the same month in 1908, \$7,042.90. Bank clearing for January, 1909-08 and 07 were respectively \$16,406,127-\$13,992,301 and \$13,402,453.

By a majority of 2,253, the electors carried a by-law in favour of an eight-hour day for all employed on civic work or work done by contract for the city.

The Trades and Labour Council has decided to issue an official labour paper, "The Wage Earner," which will be published next week.

CONDITION OF LOCAL INDUSTRIES.

Shipping.—Many mishaps were reported, the weather being exceptionally rough and shipping fared badly. It was reported that the ice was breaking up in the northern rivers, and it is expected that navigation will soon open on the Skeena and other rivers. Many steamers are busily engaged in importing and exporting merchandise. During the month, 45,000 bushels of wheat arrived from Calgary, Alberta, consigned to Mexican ports.

Fishing.—During the month, the liner "Gymeric" arrived from Puget Sound with 1,250 tons of salt herring.

DISTRICT NOTES.

North Vancouver.—A cradle, 225 feet in length, capable of accommodating a vessel of 25 feet, was safely launched. This cradle will enable the Wallace Shipyard Management to repair and overhaul any local tug-boats and tramp steamers that may enter the port. A new ferry system was established under control of the Twin City Transportation Company, with head office at North Vancouver.

Prince Rupert.—Prince Rupert has had its first strike, the Grand Trunk Pacific Railway Company's surveyors refusing to accept a reduction in their wages the work of surveying the town site of Prince Rupert was brought to a standstill. It appears that the transit men were being paid \$100.00 and chainmen \$45.00 per month with board; two weeks ago, they received notice from the company that their wages would be reduced on the first of January, 1909, to \$75.00 and \$35.00 respectively. The 100, with a few exceptions, at once quit work. The men claim that it is a violation of the agreement made between the Grand Trunk Pacific Railway Company and the Provincial Government; the latter is paying one-fourth of the expense of surveying the town site in question. The men also claim that the former rate is the current wage paid in the district for this class of work.

VICTORIA, B.C., AND DISTRICT.

Mr. W. E. Ditchburn, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during the greater part of January was not satisfactory. A large number of unemployed men having been reported. This condition was not the result of a lack of employment, but of unusually cold weather along the B.C. coast. It had the effect of stopping all outside work; on house building and municipal street improvements, necessitating a lay off for about three weeks of all outside workers. Plumbers were very busy and will be kept going for a month yet repairing pipes, etc. The wood and coal dealers, also, have been kept busy. Building conditions in this city for the year 1908 compared very favourably with those of 1907; the total amount spent on buildings being \$1,314,240 as against \$1,490,715 in 1907. The value of brick structures was \$314,600, compared with \$839,640 for wooden buildings and \$100,000 is estimated as the cost of general repair work. There were 480 dwellings, 38 stores, 12 factory and workshop buildings and 32 stables erected, besides other structures such as schools, fire halls, philanthropic institutions and auto-sheds.

Both wholesale and retail business for the year 1908 has been reported very satisfactory, and it is thought that the year 1909 will be a very busy one.

During the year just past the City Council has spent \$21,490.87 on public parks and boulevards, and it is expected that the opening year will see as much, and possibly more money, spent by the city on this class of work.

The bank changes for the month of December show a marked increase over the same month of last year, as will be noted from the following table:

Month.	1908	1907
January.....	\$ 4,391,096	\$ 3,909,509
February.....	4,271,712	3,750,822
March.....	4,290,782	4,039,507
April.....	4,634,079	4,554,441
May.....	4,695,269	4,853,411
June.....	4,500,812	4,843,161
July.....	4,940,811	5,208,912
August.....	4,259,213	5,026,571
September.....	4,319,219	4,422,859
October.....	5,063,689	5,304,664
November.....	5,049,841	5,030,516
December.....	4,939,071	4,361,242
Total.....	\$55,356,013	\$55,330,588

A branch of the Dominion Civil Service Association has recently been formed in this city and the following officers elected: President, Wm. Henderson, resident architect; Vice-president, Wm. B. Winsby, customs appraiser; Secretary-treasurer, C. Findlaison; Executive Committee, E. Baynes Reed, Capt. Gandin, Mr. Sheppard, Walter Winsby, Dr. Milne J. Wallace, W. Stevens, J. G. Brown, and F. W. Davey.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The annual meeting of the Victoria Fruit Growers' Association was held recently in this city. This association has now a membership of 250 as against 60 for the year 1907. The financial report compiled on Dec. 31, showed that during the year sales of fruit on behalf of members aggregated in value \$54,434.89. To the members had been paid \$36,977, while purchases from outside sources of butter, eggs, feed boxes, crates, etc., amounted to \$13,447.02. Freight and cartage cost \$1,576.06, leaving a gross gain on the year's operations of \$3,936.45, and after expenses of management were paid a net gain of \$158.76. On December 31 there was stock on hand valued at \$1,393.60. A supplementary statement showed the amount of insurance returnable to growers in December was \$1,848.50.

Mining.—A tract of coal lands containing 27,000 acres on Graham Island, about 150 miles north of Vancouver Island, has just been acquired by Eastern capitalists, involving a sum approximating \$85,000. A company is to be formed and coal mines opened at as early a date as possible.

Pulp manufacturing.—A new company called the Western Canada Wood

and Pulp Company, Limited, with headquarters in Victoria has been formed. The company has acquired the entire pulp limits of the Quatsino Pulp and Power Company on Quatsino Sound, consisting of about 56,000 acres. The plan of the new company is to erect at once a large pulp and paper plant at Quatsino Sound for the manufacture of newspaper, box-board, wood pulp, building and roofing paper and a general line of wrapping paper.

NANAIMO, B.C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The past month has been a poor one for outside labour, owing to the bad weather. The coal mines have worked about the same as during December, and there are a good many men out of employment at present. Business men report trade quiet, after the holidays, but not depressed. There have been no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Herring fishing is in full operation, but the white fishermen are not making any profit as yet. The Japanese holding nearly all the seine licenses are having large catches while the white men with gill nets are not doing well.

Whale fishing is not active at present, but has had a very successful season, as shown at the annual meeting of the whaling company, which was held this month.

Lumbering.—The sawmills are working steadily and business shows up better than during the past three or four months. There was not much activity in the logging camps.

Mining.—There is little activity in the quarry mine at present. The coal mines in the city and district are working fairly well, but not full time as might be expected at this time of the year. The newly opened up mines are

working, but not on a large scale, as yet. The quarries are not doing much.

CONDITION OF PARTICULAR TRADES.

There has been very little work in the building trades during the month. Although there is a lot of work on hand the weather has been unfavourable for

much activity. Plumbers were active. Machinists and engineers were quiet, but blacksmiths and carriage makers have been active. Printers were active. Tailors have been quiet. Teamsters and expressmen have been fairly active for the time of year. Unskilled labour has been dull, there being hardly any work done outside during the month.

REPORT OF ROYAL COMMISSION ON INDUSTRIAL DISPUTES IN COTTON FACTORIES IN THE PROVINCE OF QUEBEC.

THE report of the Royal Commission appointed in June, 1908, to inquire into the frequent industrial disputes which had recently occurred in cotton factories of the Province of Quebec was laid on the table of the House of Commons on Monday, January 25, 1909, by the Honourable Rodolphe Lemieux, Minister of Labour. The Commissioner in this case was Mr. W. L. Mackenzie King, C.M.G., former Deputy Minister of Labour, and the preparation of the report was practically the last work performed by Mr. King prior to his resignation of that office.

It will be remembered that during the summer of 1908 there were some 6,000 operatives of cotton mills of Quebec unemployed, nominally as the result of strikes or of unsatisfactory relations otherwise between the mill owners and their employees; and this situation was the climax only of a long series of disputes in the same industry, resulting in frequent interruptions of work. Mr. Mackenzie King was accordingly appointed a Commissioner to inquire generally into the causes of this unsatisfactory condition and to make representations that might appear to serve for the promotion of amicable relations between the employers and their employees, and to minimize the frequency and magnitude of industrial disputes in this industry.¹

Investigation by Commission.†

The Commission was issued under date of July 15, and an investigation was

commenced on the same day at Montreal, continuing with brief intermissions until August 8, the sittings being held variously at Montreal, Valleyfield and Magog. The Commission also visited the mills of the Dominion Textile Company at Montmorency.

The evidence of 56 witnesses was taken before the Commission, the number including the managers and chief officers of the Dominion Textile Company and the Montreal Cotton Company, twelve superintendents and overseers, the leading union officers, 23 male operatives and 9 female operatives. One of the chief factory inspectors of the Province was also examined.

The Commissioner points out in his report that the proceedings were materially shortened by the action of the officials of several companies in filing with the Commission detailed statements, the accuracy of which was duly attested, showing salaries paid, rates of wages and hours of employment, and changes in wages and hours during previous years, also statements showing the number of operatives employed and the causes and results of industrial disputes during the present, and previous years. Mr. Mackenzie King remarks that there was on the salient features of the inquiry very little conflicting testimony, and the prolongation of the inquiry would therefore have tended only to confirm testimony already given.

Frequent reference being made by both employers and employees to the conditions relating to the cotton industry of the United States, the Commission considered it desirable, with a view to securing accurate information, as well as

* See the *Labour Gazette* for July, 1908, p. 71.

† See the *Labour Gazette* for August, 1908, p. 180, and or September, 1908, p. 314.

for the purpose of comparison, to visit some of the larger cotton mills in that country, and during the month of August, Mr. King visited mills in Lowell, Mass., and Fall River, Mass., of a class similar to those in Canada. Mr. King was allowed personally to inspect these establishments, and had many valuable interviews with leading representatives of the industry. The Commissioner also conferred with officials of the State Bureaus of Labour in Massachusetts, New York and New Hampshire concerning the legislation and industrial conditions in these States as they affected cotton operatives.

Mr. King remarks that the parties interested followed the proceedings of the Commission closely from day to day, and were represented by their counsel. Mr. J. H. Montgomery appeared for the Dominion Textile Company and the Montreal Cotton Company, the two corporations controlling the cotton mills in the Province of Quebec. The operatives were divided into two groups through a division existing at the time in their ranks, each group being represented by its own counsel, the two counsels being Messrs. P. R. DuTremblay and J. C. Dumbray. The examination of witnesses was conducted by the different counsels and by the Commissioner.

The Cotton Industry of Canada.

The Commissioner devotes the earlier portion of his report to a general statement of the result of his investigations regarding the extent of the cotton manufacturing industry in Quebec, the various establishments being named and details as to their respective strength being set forth as follows:

With the exception of the Wabasso Cotton Company, Ltd., of Three Rivers, and the Mount Royal Spinning Co. of Montreal, both of which have been organized within the past year, but have not yet commenced active operations, the cotton factories of the Province of Quebec are owned and controlled by either the Dominion Textile Company, Ltd., or the Montreal Cotton Company, Ltd. The latter corporation is the older of the two, having been formed in 1888. Its

head offices are located at Montreal, and its mills, when working under normal conditions, employ about 2,500 operatives, of whom over 1,500 are males and about 1,000 females. The Dominion Textile Company was organized on January 4, 1905, and subsequently took over the management of the Dominion Cotton Mills Company, The Merchants Cotton Company, The Montmorency Cotton Mills Company, and the Colonial Bleaching and Printing Company. Its head offices are also at Montreal, and it has mills at St. Henri, Hochelaga, St. Ann's, Magog and Montmorency. Employment is given in normal times to over 5,000 operatives, of whom between 2,500 and 3,000 are males and between 2,000 and 2,500 are females. During May, of the present year, these operators were distributed between the several mills as follows: Merchants, St. Henri, 1,366; Colonial, St. Henri, 181; Hochelaga, 1,098; St. Ann's, 409; Magog, 548; Magog Print Works and Mechanical, 377; Montmorency, 1,055, making the total number of employees, 5,044.

The other cotton manufacturing companies in Canada are: The Canada Colored Cotton Company, with mills at Cornwall, Hamilton, Marysville and St. Croix; the Cornwall and York Cotton Company, with mills at St. John, N.B.; the Hamilton Cotton Company, with mills at Hamilton; the Imperial Cotton Company, with mills at Hamilton; the Cosmos Cotton Company, with mills at Yarmouth, N.S.; the Mount Royal Spinning Company, a new company just organized at St. Henri in March, 1907; Wabasso Cotton Company, Three Rivers (recently organized). Of these the Dominion Textile Company controls the mills at Moncton, employing in May, 1908, 255 hands; the mills at Windsor, employing 195 hands; the mills at Kingston, employing 267 hands, and the mills at Halifax, employing 345 hands.

The Dominion Textile Company employs in all over 6,000 hands, of which number more than half are males.

According to the last Dominion census (1901) the total number of persons employed in the cotton manufacturing industry in Canada was 11,882, of which

number 6,615, or more than half, were employed in the Province of Quebec.

Organization among Cotton Workers.

Considerable attention is then given to the question of organization among the cotton mill employees, the nature of the different organizations effected and their attitude towards the Companies. The historical side of the question is dealt with in detail. Reviewing, in outline, the history of trade unionism in the cotton industry of Canada, the Commissioner points out that, in a period of less than a decade some of the operatives have belonged to:

1. A local organization embracing in its membership not merely operatives of a particular class, but persons of various trades and callings.

2. The National Trades and Labour Congress, unlike the Knights of Labour and the Dominion Trades and Labour Congress, in that its members belong to locals with no international affiliations; unlike the Knights of Labour, but like the Dominion Congress in that the membership of the several locals is made up of persons belonging to a particular trade.

3. The United Federation of Textile Workers of America; an international federation restricted to operatives in the textile trades.

4. The Federation of Textile Workers of Canada; an organization the membership of which is likewise restricted to operatives in the textile trades, but which confines its membership to persons resident in the Dominion.

5. The International Spinners' Union of America, an organization which is limited in its membership to one particular class of operatives, but international in its jurisdiction.

6. The *Union Amicale*, a local organization differing from the recognized trade union in that it admits to membership certain of the companies' officials, and which from its constitution would appear to partake rather of the nature of a benefit society than a regular trade union.

The Commissioner deals at some length with the incident of the estab-

lishment of the Federation of Textile Workers of Canada, in 1907, and the differences which sprang up among the leaders of the Federation in the spring of 1908.

Cause of Dispute of 1908.

It was while these differences were a subject of discussion that on April 25 last the Companies announced their intention to effect, on May 4, a reduction of 10 per cent. in the wages of all operatives. A considerable difference of opinion arose between the two factions of the employees as to the attitude to be assumed on this reduction; one group favouring an acceptance, another group opposing. There had been a good deal of short time during the preceding winter, and the Commissioner points out that a reduction in the wages rate following this seemed to the operatives a hardship amounting to injustice, "the keen sense of which was not lessened by public statements of the Company in which substantial dividends and accounts of business extension reflected the prosperity of the preceding year." Strikes and lockouts followed, in the course of which from 5,000 to 6,000 employees were affected, and a total loss of 133,000 to 134,000 working days entailed. With respect to the responsibility for this particular strike the Commissioner remarks that an investigation had convinced him that it should be divided between the employers and the leaders of the Federation itself. This division in the ranks of the Federation found expression before the Commission in the appearance of separate counsel representing each of the contending factions. With the *Union Amicale* as a third element, the differences between the workers were presented before the Commission from three different points of view, with the result that a major part of the testimony had to do, the antagonisms of the contending factions within the ranks of the workers, and only secondarily with such grievances as were of common concern or had an immediate bearing upon the conditions of employment.

What the membership in these several organizations has been and what the membership is among such of these

organizations as are still existing is a matter on which the estimates presented to the Commission varied so widely that it would be dangerous to hazard an opinion. It was admitted that membership in the several organizations had been considerably reduced in consequence of the division and dissension, as well as unemployment occasioned by the strike and depression in the trade. As the parties themselves were averse to making public the membership as given in exhibits filed before the Commission, it may be as well to make no reference to numbers here of the operatives, falling, however, chiefly to the latter. The Commissioner criticizes, particularly so far as the Company is concerned, the manner in which employees were informed of the intended reduction in wages, namely, by the following notice posted in the several mills on Saturday, April 25:

"DOMINION TEXTILE CO.,

MERCHANTS' BRANCH.

"A reduction of 10 per cent. in wages of all employees will go into effect on the 4th of May, 1906.

Dominion Textile Company, Limited,
Merchants' Branch."

"A little conferring and explanation," remarks the Commissioner, "an attitude at least of understanding, to say nothing of possible concessions or alternatives, might have gone far towards avoiding the rupture which occurred. On the other hand the very circumstances which demanded consideration on the part of the employers placed a double responsibility on the labour leaders. . . . It is a question of ethics just how far, all facts considered, the Companies were right in saddling on the operatives, to the exclusion of others connected with the Companies, and to the exclusion of all other alternatives, the cut which it was necessary to make to save the dividends. A glance at the salaries paid to overseers, superintendents and other officers of the Companies show these to be generous enough. . . . There can be no doubt that a recognition of the fact that the depression was temporary, that the cause

was one for which the operatives were no more responsible than others connected with the industry, and a willingness to share all along the line in the temporary misfortune which had overtaken the trade would have the altered situation at once, and would have been equitable in the highest degree. This is a kind of business morality which may not be generally practiced. It is, however, fortunately enough, not without instances in this country." The Commissioner illustrates this last point by a quotation from evidence given by Mr. S. W. Robbins, the Manager of the New Vancouver Coal Mining and Land Company, before the Royal Commission on labour disputes in British Columbia in 1903, and adds that as a consequence of his method of dealing with his employees, Mr. Robbins had not one strike during the 21 years of his management of these mines.

At the same time, the Commissioner points out, the operatives attributed the granting of a number of increases in 1906 and 1907, full details with regard to which are given, solely to the efforts of their organization, without reflecting that the prosperous condition of the industry in those years was a large factor in the situation. They were accordingly the less inclined to accept a reduction when conditions warranted, and to think that united resistance might prevent a lowering of the scale.

Effects of Tariff on Cotton Industry.

Referring to the effects of the tariff on the cotton industry, the Commissioner remarks: "That the tariff, apart from the present temporary depression with which it was admitted to have had nothing to do, was not in any way responsible for the falling off in trade in the cotton factories of Quebec, or the consequent recent reduction in wages, is abundantly proved from the statements of the head officials of the companies, and the annual reports of the directors." Various extracts from these statements are then given by the Commissioner, who adds: "The evidence as a whole proves conclusively that under the existing tariff the cotton manufacturing companies of the Province of Quebec have until the

present depression set in, enjoyed prosperous years, that the tariff has been in no way responsible for the depression, which has been world-wide and greater in England and the United States than in Canada, that until the depression set in so prosperous were conditions that the effects of foreign competition were not felt. At most all that can be said of the lowering of the tariff, so far as the actual experiences of the cotton mills of Quebec is concerned is that during this period of temporary depression, it has caused the effects of competition to be felt sooner than they otherwise would have been, whereas at other times it has not been such as to cause those engaged in the industry to feel the effects of foreign competition, and has been an undoubted benefit to the consumer."

Employment of Women and Children.

Several pages are given by the Commissioner to a discussion of the conditions of labour in the cotton mills of Quebec as they affect women and children, and strong representations are made regarding the employment of children under age. The remarks of the Commissioner on this subject are as follows:

"During the inquiry a considerable amount of evidence was given with reference to the employment of women and children in the cotton mills of Quebec. While it does not appear that the employment of women and children has been made the subject, save indirectly, of industrial disputes of any importance, a consideration of this class of employment would seem to come very properly within the scope of an inquiry which has to do with the conditions of employment of operatives and the important question of wages and hours with which most of the disputes have been concerned. The existing scale of wages is the result of competition amongst the operatives, and the most important elements in this competition are female and child labour. It has been shown that of the operatives employed in the Quebec Cotton Mills, 42.3 per cent. are females, and 26.6 per cent. are persons under 18 years of age. As to the hours of labour of these two classes it was asserted that in normal

times under normal conditions, work would begin on week days at 6.15 a.m. and continue till 12 noon, resume at a quarter to 1, and continue till 6, with the exception of Saturday, when there was work only in the morning. It was stated by many of the witnesses, and the accuracy of the statement was not challenged, that operatives were obliged to be at their places of work a little before the time fixed, though a like practice did not exist in regard to leaving it. This is a work week of 60 hours and over. In Massachusetts, where the large cotton mills of Lowell and Fall River are situated, the hours of labour of women and minors are 58 per week, and by an amending Act approved on June 13, 1908, to come into effect January 1, 1910, the number of hours for women and minors in Massachusetts will be reduced to 56 per week, except in certain establishments and under certain conditions, but in no case to exceed 58. In the State of New Hampshire also, the hours of labour for women and minors are fixed at 58 per week. A reduction of hours of labour to this maximum for similar classes of operatives in Canada would appear to be desirable on both economic and humanitarian grounds, and in this connection it would seem important that the law should leave no doubt as to the total number of hours to be worked in any one day.

The Quebec Law.

"The section of the Quebec Statute which relates to hours of employment is as follows:

3025. 'Except in the case mentioned in article 3026, no boy under eighteen years of age, and no child, girl or woman shall be employed in any of the establishments, mentioned in article 3020 for more than ten hours in one day or for more than sixty hours in any one week. Any employer may apportion the hours of labour per day for the sole purpose of giving a shorter day's work on Saturday.

'One hour shall be allowed at noon each day for meals, if the inspector so directs, but such hour shall not be counted as part of the time herein limited as respects their employment.'

'The day of ten hours mentioned in this article shall not commence before six o'clock in the morning nor end after nine o'clock at night.

3026. 'The inspector, for sufficient reasons given to him, and in order to make up lost time or to satisfy the exigencies of the trade, may, for a period not exceeding six weeks, extend the time of employment of children, girls and women to twelve hours in a day, or seventy-two hours in a week, provided that the day shall not commence before six o'clock in the morning, nor end after nine o'clock in the evening, in the following cases:

(a) When any accident, which prevents the working of any industrial establishment, happens to the motive power of machinery, or

(b) When from any occurrence beyond the control of the employer, the machinery or any part of the machinery of any industrial establishment cannot be regularly worked; or

(c) When any stoppage occurs from any cause whatsoever.'

"It was maintained by the companies, and their opinion was shared by the factory inspector who appeared before the Commission, that this gave the company the right to so adjust the working hours on each day that the total working time in a week would not exceed 60 hours. Clearly such an interpretation gives the right should the employers decide to work only five days in the week, to make the hours 12 per day, or 15 per day, should it be decided to work only 4 days, a possibility which could never have been intended. The maximum working hours in any one day should be definitely stated and the statute should be so worded as to leave no doubt as to its intention.

General Considerations Involved.

"In determining what the maximum number of working hours should be economic considerations alone demand that a full regard should be had for the effects of long and continuous employment, whatever its nature upon the constitution of women, and their place in the social economy of a nation. Excessive work bequeaths a legacy of weakness or

disability to those who directly or indirectly are affected by it. In the up-building of a nation this is a factor which cannot be too constantly kept in mind.

"Similarly the employment of children and young persons, whether male or female, cannot be surrounded by too many safeguards. It is distressing to be obliged to record that though the minimum age at which children can be employed is fixed by the Quebec law at 14 years, several children were brought before the Commission from among those working in the mills who admitted that they had entered upon employment under the legal age. Some of these children were so immature and ignorant that they were unable to tell the year of their birth, or their age. One little girl did not know the meaning of the word "holiday" and when it had been explained to her, stated that the only holiday she had known were Christmas and Epiphany. She had never received a week's vacation.

One or two of the children admitted that they knew their parents had made false declarations as to age, and that they had been told by their parents to say what was untrue, when questioned on the point.

"There can be no two views as to the attitude which should be assumed towards such a condition, nor as to the kind of legislation which it demands. The employment in factories of children under 14 years of age should be made absolutely impossible, and a law no less imperative requiring their attendance at school between the ages of 10 and 14 years should be enacted. In Massachusetts the law requires that a child must be 14 years of age, and a certificate is obtained from the clerk of the city as to his ability to read and write. If illiterate, he must be 16 before he can be employed, and children who wish to gain admission to a factory must first obtain a certificate of age and ability to read and write the English language from the school superintendent or member of a school committee. Some such arrangement which would remove from the parties interested in the contract whether parents or employers, the possibility of making or accepting false de-

clarations, and as would place the responsibility as to age certificates upon those chosen representatives of the people, or officials whose duty it is to guard the welfare of the State, would seem to be the most effective manner of dealing with the situation. It is gratifying to be able to state that the heads of the companies concerned expressed themselves as much surprised at the fact that child labour was being employed contrary to law, and took immediate steps to rectify this abuse. Mr. S. H. Ewing, the President of the Montreal Cotton Company, said he had inquired particularly to find out if there was any child labour in the mills, and that he was very much surprised to learn that there was; that if anything of the kind were going on, it was very much against his will and that of the Board of Directors. Mr. Simpson said that his Company was careful to see that each child was obliged to bring a certificate from the parents or guardian, stating that he or she was at least 14 years of age, and that there were only two cases he knew of where children were under age, though there might be others where parents had given false certificates, and that in the two cases mentioned there were justifiable circumstances. It is unreasonable to suppose that any other than the most selfish and callous-hearted of individuals would knowingly permit an abuse of this kind to continue, and would not welcome such action on the part of the State as would put its continuance beyond the bounds of possibility. If Canada is to have a hardy and intelligent body of producers, on which primarily her industrial position among the nations of the world will depend, she cannot view with too much caution all those factors which go to the making of a nation's manhood, and of these none are of like importance to the health and well-being of the mother and the child. Opportunity for rest and recreation is the least that society can secure to those who are helping to carry the industrial burden, and this demands a limitation of the total hours of labour by day or week, an absolute prohibition of overtime, and a period of vacation in every year."

Relations Between Employers and Employees.

The report contains the following suggestions with regard to the betterment of relations between employers and employees in the industry:

"As to a plan whereby the relations between employers and employees in this industry may be improved and industrial differences between them averted, I would invite attention to a consideration of some such arrangement as came to my notice during the investigation of conditions in the United States, the effectiveness of which arrangement has been duly tested by the severe strain of the present year, and received the hearty commendation of both employers and employees. I mean the system of an automatic adjustment of wages based upon a joint agreement between employers and employees such as exists at Fall River between the Association of Employers and the Textile Council, an association representative of the several unions to which the operatives belong. This plan was worked out as a consequence of a large strike which took place four years ago, and was the outcome of a recognition on both sides of the folly of industrial war as a means of securing industrial peace. I cannot do better than quote from the Massachusetts Labour Bulletin of June and July, which sets forth the nature and workings of the arrangement in an article dealing with the reduction in wages of the present year. Incidentally, the article is also of great value as showing how parallel are conditions in the United States to conditions in Canada, and as showing that the recent reductions in wages in Canada which occasioned the strike of May last have not been due to any peculiar severity on the part of Canadian employers, or tariff or other special conditions, but have been part of a general trade depression in which this country, for obvious reasons, has had to share.

At a conference held May 19 between committees of the Fall River Textile Council and the Cotton Manufacturers' Association to determine the scale of wages to be paid during the six months

from May 26, 1908, to November 26, 1908, the margin figures of the preceding six months were gone over, and the resulting reduction in wages was computed to 17.94 per cent. This is the heaviest reduction that has ever been made at one time in the history of Fall River, the nearest approach to it being a reduction made September 11, 1893, amounting to 14.28 per cent.

Yet on May 20, the Textile Council, representing officially and unofficially some 25,000 operatives, demonstrated the ability of this great body of workers to stand by their contract by accepting, without a dissenting voice, the report of the committee, which recommended that the reduction in wages resulting from the operation of the agreement in force between the organizations of mill employees and their employers be adopted.

The wage agreement accepted on May 1, 1907, and now in force, provides:—

Clause 1. That 21.78 cents per cut shall be the recognized standard price for margin of 95 points based on the cost of eight pounds of middling upland cotton and the selling value of 45 yards of 28-inch 64 x 64 print cloth and 33.11 yards of 38½-inch 64 x 64. Quotations from New York Journal of Commerce shall be considered authority.

Clause 2. Wage agreements shall be binding for six months, beginning the first Monday in May and November of each year, based on the average margin for the previous six months.

Prices for weaving shall be as follows:—

With a margin of 115 points, 23.96 cents; 110 points, 23.42 cents; 105 points, 22.87 cents; 95 points, 21.78 cents; 85 points, 20.69 cents; 80 points, 19.66 cents; 75 points, 18.68 cents; 72½ points, 18 cents.

Wages in all departments other than weaving shall be adjusted on the same basis; 23.96 cents, with a margin of 115, shall be the maximum; and 18 cents, with a margin of 72½, shall be the minimum rate paid for weaving.

Clause 3. If at any time either party to this agreement should desire to make a change, at least three months' notice shall be given by the party desiring the

change prior to the expiration of the existing six months' contract.

It can be said that the wage agreement has met and passed successfully its first real test, for the operatives have shown their faith in the fairness of the system, even though the results may be decidedly unfavourable to them, as in the present instance.

Automatic Wage Adjustment.

This system of an automatic adjustment of wages was carefully devised as a result of previous experiments, for the purpose of giving the operatives as high a rate of wages as business conditions would allow, and the success which the system has had in its first crisis argues well for the peaceful settlement of wage scales in Fall River, and it is to be hoped will result in the abolition of intermittent demands by the operatives on the manufacturers and long resultant controversies.

The praiseworthy spirit shown by the operatives in keeping their agreement and submitting to this heavy cut in their wages is reflected in the following extract from the report presented to the operatives by James Tansey, president of the Fall River Textile Council:—

'We, the members of the Textile Council, regret that such conditions have arisen which should call for the reduction in wages as stated in the agreement, and while we realize that the reduction is a steep one, we hope and feel that you will not lose sight of the fact that it is being taken from the highest rate of wages that has ever prevailed during the life of the Textile Council, and for many years previous to its existence. It is safe to say that we can go back at least 35 years, and then only under the most exceptional conditions can a comparison be made.

'It should not be necessary to remind you that the rate of wages paid during the last 12 months is 10 per cent. higher than ever was paid in the city during our life as combined unions, and further, that it is 20 per cent. higher, with an exception of a period of about nine months a few years ago.

'With regard to the present agreement we do not nor have we ever taken and de-

clared that it is the panacea for all difficulties existing between the employer and employee in our trade, but we do declare emphatically and without reserve that it is and has proven to be the best agreement for the operatives that was ever accepted by the employers for the control and regulation of the rise and fall in wages, and further assert, for reasons stated above, that it is well worthy of a trial of experience and as a guide in dealing with such questions in the future.

'Until such time that we see that a change is necessary in the margin scale, we say to our members that this agreement should be honourably lived up to, as it was entered into honourably by a vote of acceptance and endorsed by all of the unions at their general meetings before being signed by the representatives of the respective associations contracted.

'Even though the reduction in wages is greater under the agreement than was anticipated by its most ardent supporters, and which we regret we are not prepared to declare that it is a failure, because owing to the unfortunate trade conditions previously referred to, which suddenly and unexpectedly worked havoc with our industry, we do not believe it has had a fair trial; and until such time that it has, the least that can be expected is that judgment should be suspended, and hasty action upon our part be rejected.

'The only comparison that we can draw to compare with present conditions is that which existed in 1898, 10 years ago, when the market got down about 50 cents, and we were obliged to accept reductions in wages which brought the weaver down to 16 per cent, and all other departments in proportion. The margin to-day is but 57.61 cents, and it has been between the fifties and sixties for nearly two months, and the price per cut under the reduced rate is 19.66 cents per cut, with operatives in all other departments in proportion, a matter of about 20 per cent., a higher rate than prevailed under similar conditions in 1898, to say nothing of other improved conditions.

'Again repeating our regret for the reduction of wages that goes into effect Monday morning, brought about through

conditions over which neither employer nor employee has control, we bring these matters to your attention, so that you can deliberate on the conditions and situation with more intelligence, and give it that fair, just and conservative consideration that all such important subjects of its kind are entitled.'

Following the announcement of the new rate, a notice of a reduction of 17.9 per cent in the wages of the 5,000 operatives in the cotton mills of the Fall River Iron Works Co. was posted at that plant. Other cotton mills throughout New England reduced wages in April, the average reduction being about 10 per cent.

For a short period after the reduction went into effect, the demand for cotton cloth warranted the manufacturers in running their mills on full time, and as a result, the actual weekly earnings of the operatives were greater than under the former rate of wages. These favourable conditions did not continue, however, and the mills were obliged to curtail thereby decreasing the earnings of the operatives considerably.

The sliding scale agreement is between the Textile Council, representing the operatives, and the Cotton Manufacturers Association, representing the manufacturers, so that the agreement can only be terminated by a notice from either of the two contracting parties.

At Fall River, where the reduction of 18 per cent. took place, there are over fifty mills employing in all about 30,000 operatives. In Lowell, where the reduction was, as in the Province of Quebec 10 per cent., there are 7 large mills employing about 15,000 operatives.

Profit Sharing at Bourne.

At the Bourne mills, which are among the largest in Fall River, a profit-sharing arrangement is in force, which I was informed by the manager had worked to the great advantage of employers and employees alike. Inasmuch as it is one of several methods which might be adopted to make more apparent the unity of interest between employer and employee it also may, I think, be commended as worthy of adoption by employers of labour in this country, and as a means

harmonizing the relations between the two great industrial classes. The circular issued by the Treasurer of Bourne Mills in December, 1906, breathes a spirit of consideration for the welfare of operatives, which, if generally followed, would do more than anything else to avoid the possibilities of friction and to promote the interests common to both. This circular is as follows:—

FALL RIVER, MASSACHUSETTS,

December 24, 1906.

To the Employees of the Bourne Mills:

You will receive herewith the thirty-fourth semi-annual dividend upon wages. Profit-sharing will be continued another six months. I feel myself happy to congratulate you upon the recent advance in wages, which placed Fall River again upon record as paying the highest wage known to the cotton industry in all the world. I sincerely hope there may never be another reduction of wages here. There ought not to be. The business could be adjusted to this schedule.

I trust this may be the merriest Christmas ever known here. May all try together, manufacturers and operatives, to make Fall River the most attractive spot on earth for textile wage-earners. Having this thought in mind, the board of directors of the Bourne Mills has unanimously authorized me to announce to you the experiment of a vacation week in August, 1907. While I have not made a habit to take vacation myself (except a short trip to Europe in 1900), I can see that in these strenuous days, it is becoming more and more a wholesome practice.

The mills will close Saturday noon, August 24, and re-open Tuesday morning, September 3, thus allowing you ten days of rest and recreation.

In lieu of regular pay, the directors have also unanimously authorized me to offer you an extra dividend upon your wages, payable just before the vacation, the amount of fifty per cent. of the average weekly wages earned by each one of you, computed from the record of your wages during the present profit-sharing year closing next June.

Like all dividends upon wages, the August vacation dividend will be paid to you upon the single condition of continuous faithful efficient service. It will be in addition to the regular fourth of July dividend.

Sincerely yours,

(Sgd.) GEO. A. CHACE,
Treasurer.

Conclusions.

Briefly summarized, the main conclusions of the commissioner are as follows:—

1. The 10 per cent. reduction in wages in the cotton mills of Quebec which occasioned the strike and lockout of May of the present year, was not due to any peculiar severity on the part of Canadian employers, or to tariff, or other special conditions, but was an economic consequence of the general trade and financial depression in which Canada has shared in common with the United States and Great Britain, and which has affected the cotton industry in all parts of the world.

2. That similar and even greater reductions in wages have taken place in the cotton mills of the United States, and a greater shortage of work has been occasioned among the operatives in that country, as well as England;

3. That the lot of many of the operatives in the cotton mills during the present year has been a particularly hard one, both because of a considerable shortage of work and a considerable reduction in the rate of wages paid;

4. That the present depression is temporary, and that the employers have promised a restoration of the former scale of wages when trade improves;

5. That the strike in the Quebec mills was unwise and ill-timed, and would not have taken place had the constitution of the labour organization been strictly followed;

6. That the manner in which notice of the intended reduction in wages was given was an aggravating circumstance under the then existing conditions, a longer time and greater opportunity for conference between the parties might have avoided it;

7. That personal enmities and ambitions on the part of certain of the leaders

were responsible for dissensions among the operatives which were prejudicial to their common interests.

8. That the industry as a whole and the interests of both employers and employees have suffered much unnecessary loss in consequence of the exceptionally large number of strikes which have taken place during recent years.

9. That some of the strikes which have taken place would not have occurred but for the organization that existed among the workers, and methods adopted by some of the leaders, but that in other instances, organization has been the means of avoiding disputes, and, broadly viewed, has (at least, up to the spring of the present year) resulted in a betterment of the economic conditions of the operatives as a whole;

10. That the attitude of the employers has not on the whole been averse to organization among the employees, though individuals have endeavoured to prevent it; that to entitle themselves to that confidence on the part of the employers which will ensure a willingness to co-operate with them, the unions must secure harmony within their own ranks, and adopt a more conservative policy towards those with whom they have business dealings.

11. That the hours of labour of women and young persons in the cotton mills are too long, and should be shortened.

12. That the present law regulating the hours of employment should be amended so as to leave no doubt as to its intention, and so as to secure against possible injustice to those on whose behalf it has been enacted.

13. That the law respecting the employment of child labour has been evaded, and should be so amended as to provide against possible infractions in the future, and that in this connection a special responsibility devolves upon shareholders and all other persons who profit by the results of such labour.

14. That industrial peace might be preserved and the friendly relations between employers and employees promoted:

(a) by the adoption of joint agreements between employers and op-

eratives with some system of automatic adjustment of wages;

(b) by each of the parties being required to give at least one month's notice before attempting to enforce any contemplated change in wages, hours, or other important condition of employment;

(c) by the adoption of permanent Boards of Conciliation, composed of representatives of employers and operatives, to which Boards all matters in dispute should be referred for conference and adjustment before resort is had to a lockout or strike; and

(d) by the adoption of some form of labour co-partnership in which the joint interests of employers and employees is made apparent to both parties.

Appendix re Strikes and Lockouts since 1900.

The report contains as an appendix a tabular statement showing the locality, date, name, result, number of employees affected, loss of time in working days in the case of every strike occurring in the cotton industry since 1900. This is accompanied by the following statement:—

Strikes and Lockouts since 1900.

If the series of disputes which began on May 4, 1908, be considered as separate strikes, there have been 40 strikes and lockouts in the cotton industry in the Province of Quebec from February, 1900 to June, 1908 inclusive. Of these, occurred at Valleyfield, 8 at Magog, at Hochelaga, 6 at Montmorency Falls, 5 at St. Henri, 3 at St. Annes, 1 at Montreal and 1 at Hochelaga and St. Annes.

In 32 of these disputes the loss of time to the employees amounted approximately to 201,090 working days. In the remaining 8 disputes, the data was not sufficient to afford an estimate of the lost time.

An analysis of the causes that led to the strikes and lockouts shows that in 22 cases, over half the total number, questions of wages were involved. In 11 cases, the employees had demanded a

increase in wages, coupled with other demands in two cases, and in nine they opposed a reduction in wages. On 5 occasions strikes were declared in protest against the discharge of employees, and on two occasions the French operatives objected to the employment of English persons. There were 4 sympathetic strikes and 2 lockouts during the past eight years.

With regard to the results of these trade disputes, the employers were successful in 26 cases out of 40, and the employees were successful in only 9 cases, while compromises were reached in the remaining 5. The records in the Department of Labour show that in the disputes involving all industries during the years from

1901 to 1906 inclusive the employers were successful in 244 cases out of a total of 692, while the employees were successful in 214 cases. This indicates that a greater proportion of strikes in the cotton industry failed in their object, than of strikes in all the industries in Canada combined.

The following statistical tables relating to the strikes and lockouts in the cotton industry in Quebec from February, 1900, to June, 1908, inclusive, show in the case of each dispute the locality in which it occurred, the classes and number of employees affected, the date of the commencement and termination, the approximate number of working days lost, and the cause and result.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF JANUARY, 1909.

NO application for the establishment of a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act was received in the Department during the month of January.

Earlier Applications.

Of applications received prior to the beginning of January, proceedings in connection with which remained at that date unfinished, there were the following, viz.:

(1) On behalf of the employees of the Canadian Pacific Railway Company, being members of the Brotherhood of Locomotive Firemen and Enginemen;

(2) On behalf of the employees of the John Ritchie Company, boot and shoe manufacturers, Quebec;

(3) On behalf of the commercial telegraphers employed on the lines of the Michigan Central Railway Company, and alleged in the application to be, so far as concerns the matters in dispute, in the service of the Great North Western Telegraph Company;

(4) On behalf of the station and telegraph employees of the Kingston and Pembroke Railway Company.

Report Received During January.

During the month of January, the Department received one report, that, namely, in the case of the dispute between the Canadian Pacific Railway Company and the Brotherhood of Locomotive Firemen and Enginemen. In this case, the report was signed by the three members of the Board, one member, however, intimating that on one point covered by the report he was not in agreement with his colleagues. The Department subsequently received word that the company and the employees respectively will abide by the findings of the Board.

Other Proceedings During January.

During the month of January, sessions of the Board constituted in the case of the John Ritchie Company of Quebec were held at Quebec and Montreal, but the report of the Board's investigation had not been received in the Department at the close of the month. A Board was constituted in the case of the dispute between the Kingston and Pembroke Railway and certain of its telegraph employees, the members being His Honour

Judge Gunn, Ottawa, Chairman; Mr. J. L. Whiting, K. C., Kingston, Ont., and Mr. J. G. O'Donoghue, Toronto, Ont.; the Chairman was appointed in this case in the absence of a joint recommendation from the other members of the Board. It was arranged that the inquiry before the Board should be held at Kingston during the first week in February. Towards the close of the month a Board was formally constituted also in the case of the dispute between the Order of Railway Telegraphers and the Great North Western Telegraph Company, the members of the Order concerned being certain telegraphers employed on the lines of the Michigan Central Railroad in Canada, and, as the application alleged, in the service also of the Great

North Western Telegraph Company, so far as relates to certain work performed by them. In this case, the Great North Western Company formally declined to recommend a member for appointment to the Board on the ground that it was not properly the employed of the men concerned. The Minister therefore, without a recommendation, under section 8, s. s. 2 of the Industrial Disputes Investigation Act 1907, appointed to the Board Mr. J. F. Mackay, Toronto. Mr. J. G. O'Donoghue was appointed on the recommendation of the employees. At the date of writing, the third member of the Board had not been named.*

*Early in February the Minister appointed as third member and chairman of the Board His Honor Judge McGibbon of Brampton, Ont.

SETTLEMENT OF DISPUTE BETWEEN CANADIAN PACIFIC RAILWAY COMPANY AND THE BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEMEN.

THE application in this case was received in the Department on August 22nd, being signed by Messrs. G. K. Wark, West Toronto, and Eugene A. Ball, Brantford, on behalf of the Brotherhood of Locomotive Firemen and Enginemen. The number of employees affected or likely to be affected by the dispute was estimated at 2,000 directly and 5,000 indirectly. The differences in question were set forth as follows, viz.:

- (1) The dismissal of Engineer William McGonegal, of Sault Ste. Marie, for alleged violation of rule 89 (a) of the Company's Rule Book, on November 12, 1907. "Claim, wrongful dismissal; request reinstatement and pay for time lost."
- (2) The dismissal of Engineer Thomas W. McAuley, of North Bay, for alleged recklessness in or about the month of November, 1907. "Claim, wrongful dismissal; request reinstatement and pay for time lost."

The Canadian Pacific Railway Company, in its statement in reply to the application, expresses its unwillingness to reinstate either of the two dismissed employees, holding that both had been dismissed with good cause, and insisting that the provisions of the Act could

not properly be invoked in respect to cases such as those indicated.

The position of the Company with respect to McGonegal was set forth as follows: namely, "The said McGonegal was, on November 12, 1907, in charge of engine 1568, train No. 116, east bound, and brought his train into collision with train No. 115, west bound, at mileage 102, five telegraph poles east of east switch at Blind River, on the Sault Ste. Marie branch of the company's railway. The collision, which resulted in injuries to persons and damage to property, was the direct result of said McGonegal attempting to take the switch at Blind River at the east end instead of the west end, in the disregard and violation by McGonegal of the company's rules and regulations, and more particularly the violation of rule 89A, reading as follows:

"At meeting points between trains fixed by train order form A or form P1 (superseding order mentioned above) the train of inferior class, or in the case of trains of the same class, the train in the inferior direction must, unless otherwise directed, take the siding, and must pull in when practicable. If necessary to back in, the train must first be protected as prescribed by rule 99."

"The testimony taken on the investigation by the company's officials, and McGonegal's own admission, furnish conclusive proof that he ran his train through the east end in the face of an incoming train, about which he had been advised, in disregard of the rule with which he was familiar, requiring him to enter the siding at the west end. The signed statement of the said McGonegal is as follows:— 'Received order No. 62 at Blind River, from Conductor Gaudet. This order was to meet 115 at Blind River. It required us to get into siding for No. 115. Did not do that. We pulled down to east end to back in. That could have been avoided, as we could have taken siding at west end.' "

The position of the company with respect to McAuley was as follows:—

"The said McAuley was dismissed from the company's service for recklessness in the operation of his train under the following circumstances: The said McAuley was in charge of engine 1626 on November 21st, 1907, and becoming stalled at or near mileage 82, had to take the front end of train to Azilda. On returning to pick up his train, he approached it too fast, resulting in collision and damage to the company's property.

"That said McAuley exercised poor judgment and reckless disregard of the safety of the company's property, and also was guilty of an infringement of rule No. 101A, which reads as follows:—

'When a train doubles, the rear portion must be protected against the engine returning for it, by two torpedoes placed on the rails, two rails length apart, on the same side as the engineer of the returning engine, 500 yards (10 telegraph poles) from the front end of the rear portion, and in addition, at night or during foggy, smoky or stormy weather, a red light must be placed on the front end of the leading car of the rear portion. This, however, will not relieve enginemen and trainmen accompanying front portion, from responsibility in carefully noting location of rear portion and returning to it with engine under proper control.'

'Conductor will be held responsible for arranging protection as required.'

'When at night, or during foggy, smoky or stormy weather, an engine is cut from a train more than 60 feet from a water tank, for the purpose of taking water, a trainman must remain at the front end of the train with a light to indicate its location.' "

The Minister, having duly considered the circumstances, established a Board, appointing thereto, on the recommendation of the company, Mr. Wallace Nesbitt, K. C., Toronto, and on the recommendation of the employees, Mr. J. G. O'Donoghue, Toronto. By agreement between the parties to the dispute, the proceedings were at this point suspended for some months; on their resumption, Messrs. Nesbitt and O'Donoghue being unable to agree in a recommendation for a third member of the Board, the Minister appointed the Honourable Mr. Justice Fortin, of Montreal, to the Board, which was finally constituted on January 5. The inquiry was then proceeded with, and on January 25, the findings of the Board were received in the Department. The findings of the Board were signed by all the members, and sustained the contention of the company with reference to the case of McGonegal, and the contention of the men with reference to the case of McAuley. Mr. O'Donoghue, however, the member of the Board appointed on the recommendation of the men, though attaching his signature to the findings, differed from his colleagues in the case of Engineer McGonegal. The members agreed unanimously with respect to both matters of dispute "that it should be clearly recognized by the employers and employed in the case of the public that the employer must have the inherent right of regulating, subject to the contract between the parties and the law of the land, the discipline and organization of the company." The Department subsequently received a formal notification to the effect that the employees would abide by the findings of the Board, and the whole dispute is understood to have been amicably arranged.

Test of Findings of Board.

The text of the findings of the Board is as follows:—

In the matter of the Industrial Disputes Investigation Act, 1907, and of the dispute between the Canadian Pacific Railway Company, employer, and

The Brotherhood of Locomotive Firemen and Enginemen, employees.

The undersigned having been appointed at a Board of Conciliation and Investigation under the above Act, held at Montreal, on the 14th and 15th days of January, 1909, and having heard the parties, proceeded to investigate the following claims:

In the matter of William McGonegal.

The majority of the Board came to the conclusion that the contention by Engineer McGonegal as to the construction of rule 89 (a) was incorrect, and that he should have backed his train and pulled into the siding.

Mr. O'Donoghue was of the opinion that the question of the practicability of pulling in or backing in was to be determined by the engineer on the ground, and the understanding of other engineers appears to support the contention of Mr. McGonegal.

The contention of the company is therefore sustained.

In the matter of Thomas W. McAuley.

The Board having heard the parties, are of the opinion that the officers of the company were justified, on McAuley's signed statement the day following the accident, in dismissing him.

It appears, however, that this was the first trip over this portion of the road by McAuley, and the Board would suggest that he should, in view of the further light that has been thrown upon the case by the discussion, apply for re-instatement.

In both these matters the Board are unanimously of the opinion that it should be clearly recognized by the employers and employed in the interest of the public, that the employer must have the inherent right of regulating, subject to the contract between the parties and the law of the land, the discipline and organization of the Company.

Dated at Montreal this 15th day of January, 1909.

(Sgd.) THOMAS FORTIN,
Chairman.

WALLACE NESBITT,
For the Company.

J. G. O'DONOGHUE,
For the Brotherhood.

INTERVIEW OF TRADERS AND LABOUR CONGRESS WITH DOMINION GOVERNMENT.

ON January 12th, 1909, a delegation representing the executive committee of the Trades and Labour Congress of Canada had an interview with the Rt. Hon. Sir Wilfrid Laurier, Prime Minister, and the Hon. Rodolphe Lemieux, Minister of Labour. The meeting was sought for the purpose of presenting certain resolutions and requests agreed upon at the annual meeting of the Congress, held at Halifax, N. S., in September, 1908. The following is the text of the memorial presented to the Prime Minister:—

To the Right Honourable
Sir Wilfrid Laurier,
Premier of Canada.

“The representatives of the Dominion Trades Congress in placing before you

the desires of this body as regards legislation, also wish you to notice the construction of this Canadian Congress, which is the expression of a discontent with present conditions, and an attempt to remedy, if possible, under existing governments, some of the abuses under which labour suffers. To be brief, last year the Congress was composed of the affiliations of 628 Trades Unions, representing 40,728 direct paying affiliations. In addition to this, 46 central bodies (local) are affiliated; these Councils represent approximately 150,000. From the Atlantic to the Pacific, the workers have expressed a desire for the legislation which the representatives of this body place before you and your administration.

1. Proposed amendments to the Lemieux Act.

2. That assisted immigration and the granting of bonuses be strenuously opposed; that certain nationalities and classes of people who, either by temperament, non-assimilative qualities, habits, customs, or want of any permanent good which their coming brings to us, are not a desirable acquisition to our citizenship, be excluded, including Chinamen, Hindus and all other Asiatic peoples.

3. That an Old Age Pension Fund be established by the government.

4. That the 8-hour day be enforced on all government works.

5. That the government make such provisions as will insure the strict enforcement of the fair wage schedule in every government contract; that a clause be inserted in the fair wage schedule making null and void any contracts made by employees contracting themselves out of the schedule rate; also that a clause be inserted imposing a penalty for every violation of the fair wage schedule; that a fair wage officer be appointed who will reside in the west, and that a clause be added to the Fair Wage Resolution compelling employers to pay back wages within 48 hours after the decision of the fair wage officer.

6. That competent inspectors be appointed to inspect all gears, tackle, etc., used in the process of loading and discharging vessels in all Canadian ports.

7. Appointment of a commission on Technical Education.

8. That an immediate increase in salary be granted for the letter-carriers, in keeping with present conditions.

9. That the legislation making it compulsory for candidates at federal elections to deposit \$200 be repealed.

10. For a compulsory legal holiday on General Federal Election Day.

11. That the appreciation of the Congress be expressed for the good work done by the Department of Labour, and the government urged to create a portfolio to be known as the Minister of Labour.

In presenting the views of the Congress with respect to the Industrial Disputes Investigation Act, Mr. J. G. O'Donoghue, Solicitor of the Congress, ask first that during the progress of an investigation under the act the introduction of professional and low strike breakers should be prohibited, apart from Canadians who might through necessity be induced to accept employment in such contingencies. Taking the case of the C.P.R. machinists' strike as an example, Mr. O'Donoghue pointed out that the men had suffered the criticism of public opinion, owing to the fact that it was at their instance that the board of conciliation had been appointed. He requested that the onus of asking for a board of conciliation should rest with the company in all such cases. He also represented that in order to comply with the law, labour interests were obliged to secure a vote of every union before being able to declare that a strike was likely to occur. In one particular case this had cost over three thousand dollars, and he asked that the law should be amended so that the labour representatives might make this declaration without resorting to a general vote.

In reply to the delegation, it was promised that the proposed amendments to the Election Act would be referred to the Department of Justice, and that consideration would be given to the request on behalf of the letter-carriers. Japanese immigration, it was stated, does not exist at present as a grievance to labour interests. The Hindu problem was admitted to be a difficult one, but none are coming in now." As to assisted immigration from Great Britain, only a proper class would be admitted in future. With reference to the amendment of the Lemieux Act, consideration was promised. Referring to technical education, the Prime Minister stated that the Dominion regarded education as primarily within the jurisdiction of the provinces. An inspector of gear and tackle, it was said, had been employed in Montreal last summer by the Department of Marine.

[THE WORK OF THE DEPARTMENT OF LABOUR.]

THE eighth annual report of the Department of Labour, describing the work of the Department during the fiscal year which ended on March 31, 1908, was published in January, and is now available for distribution. The report is considerably larger than that for any preceding year, comprising 408 pages, compared with 170 pages for the preceding year.

The work of the Department is classified in the report under the following headings: (1) The *Labour Gazette*; (2) The Industrial Disputes Investigation Act; (3) The Conciliation and Labour Act; (4) Oriental Immigration; (5) Report of Royal Commission appointed to inquire into the dispute between the Bell Telephone Company and its employees at Toronto; (6) Fair Wages on Public Contract Work; (7) The Alien Labour Act; (8) Strikes and Lockouts in Canada during 1907, with comparative statistics for the years from 1901 to 1907, inclusive; (9) Industrial Accidents in Canada during 1907, with comparative statistics for the years 1904, 1905 and 1906; (10) The Library of the Department; (11) The Circulation of the *Labour Gazette*; (12) The Distribution of the *Labour Gazette* and other publications; (13) Revenue and Expenditure; (14) Inquiries, Correspondence and other departmental work. An appendix is added to the Report containing a statement of proceedings for the year under the Industrial Disputes Investigation Act, 1907, and official reports of judicial proceedings.

The Labour Gazette.

The only new feature of the *Labour Gazette* introduced during the fiscal year 1907-1908, mentioned in the report, was the publication of matter relating to the administration of the Industrial Disputes Investigation Act, which went into force in March, 1907. Applications for boards of conciliation and investigation, under the Act, as noted in the *Labour Gazette*, were received from 29 parties in the course of the year, and two

additional applications were received for committees of conciliation, mediation and investigation under the Act Respecting Conciliation and Labour. Upward of seventy special articles appeared in the *Labour Gazette* during the fiscal year having reference to investigations conducted by the Department, or to current events of importance. The quarterly statements of changes in wages show that the upward tendency was more marked during the first three quarters of 1907 than in any previous year since 1903; but in the fourth quarter the general tendency was downward, although advances continued to be made to railway employees.

The Industrial Disputes Investigation Act.

The portion of the report relating to the Industrial Disputes Investigation Act, 1907, contains a brief review of legislative efforts in other countries for the promotion of industrial peace, with special reference to the Conseils de Prud'hommes of France and the compulsory arbitration laws of New Zealand, New South Wales and West Australia. An account of the origin of the Canadian law is given, and the operation of the Act during its first year of existence is described. During this period, which almost exactly coincides with the last fiscal year, there were 35 references under its provisions, and 20 boards were fully constituted and made their reports. It was estimated that from 25,000 to 30,000 men were concerned in the disputes which were brought under the Act. The cost of the administration of the Act was well within \$20,000 for the year, while it is pointed out that the annual cost of the administration of the Wages Boards Act of Victoria, an Australian state with a quarter of the population of Canada, is £75,000 or \$375,000.

The Conciliation and Labour Act.

The only occasion on which the intervention of the Department under the

conciliation and Labour Act was requested during the year was in a strike of employees of the Richelieu Woollen Mills at Chambly Canton, Que., which took place in the month of April. An account of the progress and settlement of this dispute under the Act is given in the report. It is pointed out that 42 disputes have been settled under the Conciliation Act since July, 1900, when it became law.

Oriental Immigration.

The attention of the Government was directed to the question of Oriental immigration, owing to an unusual influx of Japanese, Chinese and Hindus into the Province of British Columbia, and a serious disturbance at Vancouver, which took place on September 7. A number of important missions and inquiries with reference to this matter were entrusted to the Department of Labour, the results of which are summarized in this report. These included the adjustment of the claims of the Japanese and Chinese residents of Vancouver for losses sustained in the riot, the mission of the Minister of Labour to Japan to confer on the question of emigration, an inquiry by the Deputy Minister of Labour into the methods by which Oriental labourers have been induced to come to Canada, the mission of the Deputy Minister of Labour to England to confer with British authorities on the subject of emigration from Canada from the Orient, and emigration from India in particular.

Report on Dispute between the Bell Telephone Company and its Employees.

On February 2, 1907, a Royal Commission was appointed consisting of the Deputy Minister of Labour and His Honour Judge Winchester, to investigate a dispute between the Bell Telephone Company of Toronto and its employees. The report of the commissioners was issued from the Department of Labour on September 12, 1907. A summary of the report is given, with a full account of the conclusions and recommendations of the commissioners.*

* A review of this report is given in the *Labour Gazette*, October, 1907, page 394.

Fair Wages on Public Contract Work.

During the fiscal year, the fair wage officers of the Department prepared 222 schedules, of which 95 were prepared for the Department of Public Works, 93 for the Department of Railways and Canals, 23 for the Department of Marine and Fisheries, and 11 for the Department of Militia and Defence. Supplies were also furnished to the Post Office Department to the extent of \$187,844, under conditions intended to protect the interests of labour, the wages to be paid by the contractors being approved by the Department of Labour before the contracts were accepted.

Since the inception of the Department of Labour in 1900, there have been prepared 1,157 fair wages schedules, almost one-half being for the Department of Railways and Canals, and over one-third for the Department of Public Works.

The Alien Labour Act.

A summary of the legal proceedings under the Alien Labour Act is given in the Report, actions having been taken against five firms during the year.

Strikes and Lockouts.

During the calendar year 1907 it is stated in the report that 151 trade disputes were in existence in Canada, five of which began in the previous year. Compared with 1906, there was an increase of 12 in the number of disputes. The number of employees involved amounted to 34,972 in 1907, compared with 26,014 in 1906. The loss of time to employees was approximately 613,986 working days in 1907, and 490,400 in 1906. The report contains a number of tables and charts similar to those given in the report of the previous year, giving for 1907 and the previous six years, statistics showing the magnitude of the disputes, the number according to months, provinces, trades or industries affected, causes, methods of settlement and results.

Industrial Accidents.

The statistics of industrial accidents given in the report show an increase

during the calendar year 1907, compared with the previous year. There were recorded 4,105 accidents in 1907, of which 1,353 were fatal, compared with 3,852 in 1906, including 1,107 fatalities. The greatest disaster of the year was the collapse of the Quebec bridge, which caused the death of 63 persons. There were 51 men killed and 49 injured in handling explosives on railway construction. Among the miners, 53 men were killed and 67 injured also by explosions. Level railway crossings were responsible for the death of 33 farmers. Tables and charts given in the report show the number of people killed and injured in the various trades and industries, classified according to the causes of the accidents, and according to the months in which the accidents occurred from 1904 to 1907.

THE PEOPLE'S BANK OF LEVIS, QUE.—EIGHTH ANNUAL REPORT.

THE eighth annual report of the Caisse Populaire of Levis, Que., for the year ended November 30, 1908, was issued during January, 1909. The details presented by the Board of Administration show that the association continued during the past year its previously prosperous career. The assets of the bank on November 30 last were \$83,891.35, compared with \$66,352.24 on November 30, 1907; an increase of \$17,539.11. The shares have increased by \$7,109. Savings reached the sum of \$19,581.06, compared with \$11,184.25 last year, an increase of \$8,396.81. The profits amounted to \$4,000.36, as against \$2,878.00 last year, or an increase of \$1,122.36. The general business of the bank increased from \$339,875.12 to \$464,798.84, an increase of \$124,923.72. This is the largest annual increase reported since the bank was founded, and represents an average of over \$10,410 per month.

The number of loans granted was 518, representing the sum of \$75,572.97. Of this, not a cent was lost. Up to November 30 last, the amount loaned reached the sum of \$352,666.13.

The following list shows the number

The Library of the Department.

The report contains a catalogue of government reports and other documents relating to labour that were added to the library of the Department during the fiscal year.

The Circulation and Distribution of the "Labour Gazette."

The total circulation of the *Labour Gazette* on March 31, 1908, was 13,353 copies, compared with 12,138 in 1907. There were distributed by the Department 191,456 separate publications during the past fiscal year, including 131,283 individual copies of the *Labour Gazette* in English, 26,428 copies in French, and 4,735 copies of Annual Reports of the Department.

and amount of loans made by the bank from year to year since its inception:—

	No. of loans.	Amount.
1st year	50	\$ 3,667.2
2nd "	161	19,800.2
3rd "	275	27,036.3
4th "	268	34,272.6
5th "	298	40,586.8
6th "	368	64,766.7
7th "	461	86,963.1
8th "	518	75,572.9

Forming a total of 2,399 loans of \$352,666.13.

Profits were \$4,000.36, from which general expenditure of \$418.72 and interest on savings service, amounting to \$414.95, were deducted, leaving a net balance of \$3,166.69.

After adding to the society's general fund the statutory levies, which are respectively of 20 and 10 per cent. of the net profits, the reserve fund from December 1 is as follows:—

Actual reserve fund	\$3,207.4
Add entrance fees for 1907	261.4
Add 20 per cent. of net profits	633.3
Total	\$4,101.8
Actual provident fund	595.4
Add 10 per cent. of net profits	316.6
Total	\$ 912.4

These two funds amount therefore to \$5,014.46, compared with \$3,803.21 last year, an increase of \$1,211.25.

To this sum of \$5,014.46 should be added the available balance of accumulated surplus, or \$384.64, making a grand total of \$5,399.10.

The board of administration recommended a bonus or dividend of $4\frac{1}{2}$ per cent. The amount available for this purpose was \$2,285.63, in which 10,849 shares participated.

During the past year, His Honour the Lieutenant-Governor of Quebec became a member of the society.

School Savings.

During the past year, the bank opened in the schools of Levis, Que., a penny savings bank system, which has proved very successful in encouraging thrift among children. The sum of \$1,500 was deposited by the children during the 10 months ended June, 1908, of which \$900 remained to the credit of the children during the holidays. The scheme was continued on the reopening of the classes in September, 1908, and already the

amount received exceeds \$2,100. The example of Levis in this matter has already lead to the establishment of similar savings banks in eight other parishes in Quebec.

Resume of Operations.

The following resumé of the bank's operations is appended to the report:—

Actual amount loaned.....	\$ 69,291.09
In bank.....	14,181.54
The profits of the year were.....	4,000.36
Expenses of the year including office rent, books, and bookkeeping.....	418.72
The amount of the dividend is.....	2,280.00
The amount of paid up shares is.....	55,447.02
The amount of the shares has increased during the year.....	7,109.00
The amount of savings deposits of members is.....	19,581.06
Increase of deposits during the year.....	8,396.81
The interest on these deposits is.....	414.95
From entrance fees was received and placed in the reserve fund.....	261.25
Placed in the reserve fund on profits of the year.....	950.00
Total placed in reserve fund this year.....	1,211.25
The reserve fund of the society is now.....	5,404.04
Dividends and interest unclaimed available to those to whom they are due.....	344.87
The number of loans during the year was....	519.00
The amount loaned during the year was....	75,572.97
The total increase in the general business of the year was.....	124,923.72
Or an average per month of over.....	\$ 10,000.00

MONTREAL BUILDERS' EXCHANGE—ELEVENTH ANNUAL REPORT.

THE eleventh annual meeting of the Montreal Builders' Exchange was held at Montreal, Que., on January 11, 1909. The report of the Board of Directors dealt in some detail with the extent of building operations at Montreal during 1908, during which 1,807 permits were issued for buildings valued at \$5,062,326.00. These totals refer only to the city proper of Montreal, exclusive of the suburbs. It is held, moreover, by the board that the evaluation represents only 60 per cent. of actual values. The following table is given as more accurately setting forth the extent of building operations in the city of Montreal and suburbs during 1908.—

City proper, new buildings and alterations	
\$5,062,326 (official 60 per cent. of real estate value, equals actual value of.....)	\$ 8,437,210
and City of Westmount (actual).....	1,013,850
Ville St. Louis, ".....	1,383,420
Maisonneuve, ".....	357,910
Côte St. Paul, (estimated).....	500,000

" Delorimier, (actual).....	250,000
" Verdun, ".....	420,000
" Outremont, ".....	200,000

Total of Montreal and continuous suburbs 12,562,300 as against \$16,748 for the same district in 1907.

Comparative Returns.

The following comparative table is included in the directors' report as showing the relative extent of building in Montreal during the past ten years:—

Year.	Permits.	Value.
1899.....	357	\$ 2,370,080.00
1900.....	331	3,089,303.00
1901.....	443	2,568,372.00
1902.....	826	3,089,734.00
1903.....	1,010	4,094,596.00
1904.....	1,335	3,651,164.00
1905.....	1,694	5,590,698.00
1906.....	1,484	8,600,300.00
1907.....	1,472	8,406,136.00
1908.....	1,807	5,062,326.00

The lower value shown for 1908 is accounted for by the general industrial depression.

Fire Record.

The fire record for 1908 in Montreal totalled 1,053 actual fires, an increase of ten per cent. over the preceding year. In investigating cases, it was found that the second larger number of fires was due to defective wiring. Repeated efforts have been made by the electric contractors section of the exchange to institute a system of inspection. Inspection, however, is optional, not compulsory. The number of irresponsible contractors was also stated to have increased the risk. Action to remedy this state of affairs was recommended.

Workmen's Compensation.

The report contained the following paragraph with regard to workmen's compensation in the province of Quebec:

"Your directors were informed by Sir Lomer Gouin, Premier of Quebec, at the annual banquet in December, that legislation would be introduced at the coming session regarding 'compensation for accidents to workmen.' No subject could be of greater importance to contractors and we believe that if legislation be adopted along the lines suggested by us before the Royal Commission, it will be a boon alike to workmen and employers, as it will tend to eliminate law suits in collecting damages, which under the methods suggested would be automatic and strictly limited in amount, based

upon the earning capacity of the victim at the time of the contingency. We desired the extension of compensation to all classes of employees, whether artisan domestic or agricultural; if made universal, we believe it would result in an important reduction of insurance rate which would become compulsory upon all employers in their own interest."

The report also defined at length the attitude of the Exchange towards organized labour.

The Outlook.

With regard to the coming year, a spirit of optimism prevailed, and the directors expressed the hope for a large building year. The unprecedented value of the recent crop and the steady growth in mineral production are expected to stimulate building construction, both commercial and domestic, throughout Canada.

The election of officers resulted as follows:—

President, Mr. Jos. N. Arcand

Vice-President, Mr. J. W. Hughes

Directors:

Mr. James Ballantyne, representing Master Plumbers

Mr. Alexander Bremner, representing Builders' supplies

Mr. T. Charpentier, representing Carpenters

Mr. Donald Church, representing Re-inforced concrete

Mr. Joseph Brunet, and Mr. S. H. Parsons, representing Granite and marble Electrical contractors

Mr. Wm. Rutherford, representing Lumber

Mr. T. A. Morrison, representing Builders' supplies

Mr. W. T. Castle, representing Painters and decorators

Mr. J. Quinlan, representing General contractors

Mr. A. F. Byers, representing General contractors

Secretary-Treasurer, J. H. Lauer.

ANNUAL MEETING OF UNION OF BRITISH COLUMBIA MUNICIPALITIES

THE annual convention of the Union of British Columbia Municipalities was held during January at Vernon, B. C. Addresses were delivered on municipal bookkeeping, civic hygiene and other subjects. The following resolutions were adopted:—

"That every mayor and reeve be ex-officio a coroner, having all the powers vested in coroners under and by virtue of the Coroners' Act within the limits of

their respective municipalities."

"That the government be urged to appoint such and so many legal practitioners for such limits as they see fit for the purpose of assisting coroners at inquests in order that all possible evidence be adduced thereat, and that the charge of such practitioners be borne by the government."

"That the government be urged to pass a special act for licensing and re-

ulating electricians and those engaged in wiring buildings, poles or other structures; for providing for a board of examiners and the examination of such electricians and other persons and the granting of certificates of efficiency to the same, and to prohibit electrical work by persons not possessing such certificates, or carrying on their business contrary to law."

"That this convention disapproves of the practice of granting special charters and rights to corporations that interfere with the powers of municipalities to have complete control of streets situate within their limits, or other matters of public welfare. We therefore respectfully suggest that the rules relating to private bills be so amended that all applicants for such charters or rights in addition to the publication of the notice of intention to apply for such charters now provided for, serve notice of

such intention upon each municipality to be affected thereby at least sixty days before the date of the hearing of such application."

"That a subsection be added to section 50 of the Municipal Clauses Act giving cities control over the distributing of irrigation water; that the provincial government be asked to appoint a commission before whom all complaints as to water courses and damages claimed by individuals and others shall be heard, said commission's decision to be final and binding upon all parties."

Several other motions and suggestions were left in the hands of the executive.

The following officers were elected for the current year: President, W. H. Keary, mayor of New Westminster; vice-president, Geo. Bell, mayor of Enderby; secretary-treasurer, H. Case, reeve of Surrey.

IRON AND STEEL PRODUCTION IN NOVA SCOTIA DURING 1908.

DURING 1908, the plant of the Dominion Iron and Steel Company, consisting of 500 by-product coke ovens, blast furnaces, 2 Bessemer converters, hot metal mixer, 10 open hearth steel furnaces, 1 blooming mill, 1 continuous sheet mill, 1 rail mill and 1 continuous rod mill, and employing approximately 1,000 men at Sydney, N. S., and 2,000 men in the mines and quarries which supply the ore and stone, produced as follows:—

	Tons.
Iron mined.....	556,000
Stone quarried.....	304,000
Coal consumed.....	279,000
Iron made.....	840,000
Steel made.....	263,000
Castings made.....	279,000
Wires made.....	153,500
Iron rods made.....	41,500
Other steel products.....	35,000
Sulphate ammonia.....	3,000
(gallons).....	4,500,000

Shipments were as follows:—

	Tons.
Pig iron.....	18,000
Steel bloom.....	32,500
Wire rod.....	44,500
Steel rails.....	150,000
Sulphate ammonia.....	2,600
Granulated slag.....	10,000

The extent of the Nova Scotia Steel and Coal Company's trade will be seen from the following:—

	Tons.
Coke made.....	90,000
Iron ore mined.....	360,000
Limestone and dolomite quarried.....	51,000
Pig iron made.....	55,600
Steel ingots.....	52,000
Steel billets rolled at Cogging Mill, N.G.....	53,000
Steel bars, sheets and forgings manufactured from New Glasgow.....	45,000
Freight carried on the Sydney Mines Railway of the Company.....	1,250,000
Freight carried by steamers owned and chartered by the Company.....	690,000
Freight paid to Intercolonial Ry. direct.....	\$250,000
Wages paid, Sydney Mine.....	440,000
Wages paid, Trenton.....	445,000
Wages paid elsewhere.....	285,000

THE HANDLING OF EXPLOSIVES—REGULATIONS IN FORCE AT THE COBALT LAKE MINE, ONT.

WITH a view to ensuring a proper degree of care among those employed in the handling of explosives, and for

the general instruction and protection of employees, the Cobalt Lake Mining Company has issued the following notice,

which is of special interest at the present time owing to the number of fatalities which have recently resulted in connection with the handing of explosives:—

The quantity of explosives brought into the thawing-house shall not at any time exceed the requirements of the mine for a period of twenty-four hours, except where such requirements would be less than 100 pounds.—Mines Act, sec. 164, sub.-sec. 4.

The powder boxes shall be opened not closer than at least 100 feet distant from the thawing-house, and all sawdust carefully removed from the cartridges before they are taken to the thawing-house.—Mines Act, sec. 64, sub.-sec. 8.

The powderman shall keep the thawing house and magazine clean, and especially see to it that the floors are free from any sawdust in which the dynamite has been packed.

He shall see that the cans are at all times full of thawed dynamite.

He shall change the water sufficiently frequently for this purpose, using no water warmer than that in which a hand can be immersed without scalding.

He shall at least once a week thoroughly cleanse the cans with warm water and washing soda.

No machine man or other person shall approach or enter the thawing-house with a candle or other naked light, but in all cases is to use a lantern.—Mines Act, sec. 164, sub.-sec. 6.

Any machine man taking powder from the cans for firing shall replace the amount taken with unthawed sticks from the racks, so that the cans may at all times be kept full.

In preparing the charge, the fuse must on no account be threaded through the cartridge, but it must on all occasions be inserted in the end, and the wrapper securely tied with twine, which is always provided for that purpose.

A charge which has missed fire shall not be withdrawn, but shall be blasted, and in case the missed hole has not been blasted at the end of a shift, that fact shall be reported by the foreman of shift

boss to the mine captain or shift boss in charge of the next relay of miners before work is commenced by them.—Mines Act, sec. 164, sub.-sec. 10.

In blasting a miss-fire, the tamping must not be removed by blowpipe or otherwise closer than six inches of the powder or of the cap which has missed fire.

The machine man shall also notify his partner on opposite shift of any miss-fire before work is resumed.

The employees who have occasion to raise the mine doors shall put up the guardrails or close the gates, as the case may be.—Mines Act, section 164; sub.-sec. 19.

Workmen may not be lowered or hoisted in shafts, in buckets, skips, or tubs.—Mines Act, sec. 164, sub.-sec. 23.

All workmen shall be at the mouth of each shaft at the beginning of every shift promptly as the whistle blows.

At the end of each shift, or half-shift five minutes and no more before the whistle blows will be allowed workmen coming from the working face, except on Saturdays, when, except in case of firing, workmen shall remain on duty until relieved by the night shift.

Machine men must in no event use an gelignite that is not thoroughly thawed and the holes shall be charged and fired as speedily as possible before it has time to freeze.

Any employee who absents himself from work without permission from the office or from the foreman will be discharged.

The machine man shall notify the hoist man at least two hours before he will be ready to fire, and the hoist man shall see that a sufficient quantity of powder is thawed by that time.

Unused sticks of powder or portion of sticks must not be left in the shaft house or hoist house, but must be taken back to the thawing-house.

Muckers must look for unused powder in the muck and give same to the foreman or shift boss, who shall put it in place of safety.

CONDITIONS OF EMPLOYMENT, WAGES AND PRICES IN GREAT BRITAIN DURING 1908.

THE January, 1909, issue of the British Board of Trade *Labour Gazette* contained a special article dealing with employment, wages, trade disputes and prices in Great Britain during 1908. The following excerpts from this article will be of general interest:—

Conditions of Employment During 1908.

The general decline in employment which began during the second half of the year 1907 continued in 1908, and although there was some slight improvement during November and December, employment at the end of 1908 was worse than at the end of any year since 1892. The prolonged disputes in the engineering and shipbuilding trades and in the cotton trade adversely affected employment at many establishments not directly concerned in the disputes.

Employment in the coal mining industry continued good throughout the greater part of the year, though it was not up to the level of 1907. At iron mines employment continued good. Employment in the pig iron industry and at iron and steel works was moderate, but there was some slight improvement during the last three months. The tinplate industry was very busy. In the engineering and shipbuilding trades employment was very bad, even after allowance has been made for the great disturbance to these industries caused by the prolonged disputes. The textile trades declined considerably from the prosperous conditions obtaining in 1906 and 1907. Much short time was worked in the spinning branch of the cotton industry, and there was great slackness in the weaving branch. In the woollen and worsted trades employment was moderate. In the linen industry organized short time was worked throughout the year, and employment is still depressed, though there are some indications of improvement. Employment in the lace trade was bad, and in the jute trade fair. In the boot and shoe industry it was fairly good. Unemployment in the building trades

increased, and the slackness which has characterised this industry for some years showed no signs of disappearing. In the paper, printing and bookbinding trades, employment was moderate.

Changes in Rates of Wages.

At the end of 1907 wages stood at a higher level than at the end of any year since statistics of changes in rates of wages were first systematically collected (1893). During the first two months of 1908 wages continued to rise, the advances, in the majority of cases, being based on prices and conditions which had ruled in 1907; but for the other months of the year the general movement was downwards. The general level of wages, however, remained higher at the end of December than at the end of any of the years 1893-1906.

Wholesale Prices.

The general level of wholesale prices, as measured by the Board of Trade index number, which is based principally on import and export average values, showed a fall of 2.7 per cent. in 1908 as compared with 1907, but with this exception was higher than in any year since 1891.

Compared with 1907, there was a more or less considerable decline in the price of 28 out of the 45 articles comprising the index number, and an increase in the price of 16 articles.

The average level of wholesale prices of food and drink (including tobacco) showed a rise of 1.5 per cent. in 1908, following on a rise of 4.6 per cent. in 1900.

Retail Prices.

The general level of retail prices of food in 1908 showed an increase of nearly 2½ per cent. as compared with 1907, of over 5.0 per cent. compared with 1906, and of 8.4 per cent. compared with 1900.

As compared with 1907, the principal articles which advanced in price were oatmeal (12.4 per cent.), cocoa (10.6 per cent.), bread (7.8 per cent.), flour (6.2 per cent.), beef (6.7 per cent.), butter (5.5

per cent.), potatoes (4.6 per cent.), and mutton (0.2 per cent.). The most important articles which declined in price were bacon, pork and cheese, which decreased 5.7, 2.7 and 2.9 per cent. respectively. Eggs, sugar and rice also showed some decline.

According to the particulars obtained monthly as to the price of bread in London and 27 of the principal towns of the United Kingdom, there was in 1908 an average rise of 8 per cent. in the price as compared with 1907.

FOOD PRICES IN THE EASTERN TOWNSHIPS, QUEBEC.

THE following schedule of food prices obtaining during January at different points in the Eastern Townships section of the Province of Quebec will be of general interest. The schedule was

prepared in the first instance for the local press of Sherbrooke, Que., and is described as accurate by the correspondent to the *Labour Gazette* in that city:—

	Sherbrook	Compton	Bedford	Coaticook	Stamstead	Granby	Danville	Cowansville	Waterloo	Richmond	Farnham	Magog	utton
Butter, dairy.....	32	28	30	28	28	28	30	28	26	28	30	30	28
Butter, creamery.....	34	30	32	28	30	30	33	30	30	30	32	32	30
Eggs, all fresh.....	45	30	30	35	35	35	35	30	30	30	28	40	30
Sugar, white.....	5	5	5	5	5	5	5	5	5½	5	5½	5	5
Potatoes.....	75	65	75	55	60	75	75	70	70	80	70	75	65
Milk, quart.....	7	5	6	6	6	7	6	7	6	7	7	7	5
Cream.....	35	30	40	30	25	50	20	50	30	30	30	30	20

MEATS.

Roasts, lb.....	18	12½	12	12	15	12	15	15	12	12	12	12	12
Mutton.....	16	15	14	14	15	12	10	12	12	12	15	15	12
Sausage.....	12½	10	10	10	12	10	12	12	10	12	10	12	12
Pork chops.....	14	12½	12	14	15	15	12½	15	14	12	12	12	15
Lamb chops.....	20	16	16	15	20	15	18	18	15	12	13	15	15
Round steak.....	15	10	12	12	12½	12	12½	12	12	12	12	10	12
Sirloin steak.....	18	12½	12	14	15	15	15	18	12	12	12	10	15
Chicken.....	20	15	12	15	15	15	12½	15	15	15	15	13	15
Turkey.....	24	22	18	20	22	18	17	20	18	20	18	20	16
Porter-house steak.....	20	12½	10	12½	15	16	15	18	12	12	13	12	15

LABOUR ARBITRATION IN GREAT BRITAIN.—REGULATIONS ISSUED RE COURTS OF ARBITRATION RECENTLY CONSTITUTED.

THE following regulations have been drawn up by the British Board of Trade (after consultation with several eminent members of the Chairmen's Panel), in connection with the scheme lately devised for the appointment of Courts of Arbitration for the settlement of industrial disputes.* The regulations deal with the procedure to be followed in respect of applications to the Board of

Trade for the appointment of Courts of Arbitration and certain matters relating to the business of the Courts.

When both parties to an industrial dispute desire to have their differences settled by arbitration, it is open to them jointly to apply to the Board of Trade under the Conciliation Act, either (1) for the appointment of a single arbitrator, or (2) for the appointment of a Court of Arbitration in accordance with the

*See the *Labour Gazette* for October, 1908, p. 434.

scheme devised in 1908 by the President of the Board of Trade.

The following are the regulations referred to as having been drawn up by the Board of Trade in connection with the appointment of Courts of Arbitration:—

1. The application should state:

- (a) The subject matter of the dispute;
- (b) Whether the parties wish the Court to consist of (1) a Chairman and two arbitrators, or (2) a Chairman and four arbitrators;
- (c) Whether the parties desire the Board of Trade (i) to appoint a Chairman and arbitrators, all of whose names have been jointly selected by the parties from the respective panels, or (ii) to appoint a Chairman whose name has been jointly selected by the parties from the Chairman's panel, and to select and appoint the arbitrators from the respective panels or (iii) to select and appoint the Chairman from the Chairmen's panel, and to appoint arbitrators jointly selected by the parties from the respective panels, or (iv) to select and appoint all the members of the Court from the respective panels.
- (d) Whether the parties wish the Court to appoint, or apply to the Board of Trade to appoint, a technical assessor or assessors.

2. A Court of Arbitration shall, if either party or both parties shall have so requested, or may on their own initiative, if they consider that the assistance of a technical assessor or assessors is expedient appoint or apply to the Board of Trade to appoint a technical assessor or assessors accordingly.

3. Technical assessors shall not be members of the Court. They will be appointed solely for the purpose of giving the court information on technical matters when required by them. They will only be entitled to be present at such stages

of the proceedings as the Court may direct. Every assessor before taking up his duties shall pledge himself in writing to keep secret all matters with which he shall in the course of the performance of such duties become acquainted.

4. All procedure in connection with the hearing of a case shall be settled by the Chairman after consultation with other members of the Court, including the mode of appearance thereat.

For the convenience of the Court, each application should be accompanied by a statement showing (a) whom the parties desire to represent them at the hearing (whether counsel, solicitor, secretary of the Association or Trade Union involved, etc.), and (b) the approximate number of witnesses each side desires to call.

5. The award of a majority of the members of the Court shall be the award of the Court. When no majority can be obtained in favour of an award, owing to the arbitrators being equally divided, then the matter shall be decided by the Chairman, acting with the full powers of an umpire.

6. After an award is made it shall be signed by the Chairman on behalf of the Court, and he shall then cause a copy to be sent to the representatives of both parties to the dispute. The original award, together with any shorthand notes and all relevant papers, shall be forwarded to the Board of Trade.

7. Shorthand notes (and transcripts of such notes) of any part of the proceedings shall only be paid for by the Board of Trade if the Chairman of the Court certifies that the notes were necessary for the purpose of the Court. The Board of Trade will also pay any expenses connected with the drawing of the award, and for the hire of a room for the hearing of the case when necessary. They will also pay the expenses of the members of the Court.

The first application for the constitution of a Court of Arbitration has been received from the Board of Conciliation and Arbitration for the Boot and Shoe Trade of Northampton in connection with a dispute as to the framing of a Quantities Statement for Clickers, and the following

gentlemen have been appointed from the various panels to form the Court: Sir Alfred Bateman (Chairman), Sir Albert Spicer, M. P., and Mr. D. J. Shackleton, M. P. Two technical assessors (Messrs. Sears and Hornsey) have also been appointed on the application of the parties

to assist the Court. A first hearing of the case took place at Northampton on the 6th inst., but an adjournment became necessary in order that further evidence on certain points might be placed before the Court by the parties to the dispute.

FARM LAND VALUES AND WAGES IN CANADA.

THE following table showing the average value of farm lands per acre and the average wages of farm help in the several provinces of the Dominion and in the Dominion as a whole, was

published in the January number of the Census and Statistics Monthly, issued by the Department of Agriculture, Canada:—

Provinces.	Average value of farm lands per acre.	Average wages of farm help.			
		per month.		per year.	
		males	females	males	females
Canada.....	\$35.70	\$24.60	\$13.50	\$209.00	\$130.00
P. E. Island.....	33.70	16.30	8.25	177.60	86.00
Nova Scotia.....	25.00	22.60	8.60	212.00	95.00
New Brunswick.....	21.40	24.60	9.40	255.00	105.00
Quebec.....	41.80	25.50	10.80	244.00	112.00
Ontario.....	47.30	23.10	11.00	235.00	124.00
Manitoba.....	27.30	25.70	14.90	289.00	172.00
Saskatchewan.....	20.40	26.70	15.00	200.00	163.00
Alberta.....	18.20	26.75	14.20	255.00	150.00
British Columbia.....	76.10	31.20	17.00	320.00	180.00

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada.

Homestead Entries During November, 1908.

The following statement shows the number of homestead entries made in November, 1908, compared with November, 1907.

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF NOVEMBER, 1908, AS COMPARED WITH NOVEMBER, 1907.

Agency.	1908	1907	Increase	Decrease
Battleford.....	337	343	.....	6
Brandon.....	39	9	30	
Calgary.....	223	177	52	

Dauphin.....	199	72	127	
Edmonton.....	516	265	251	
Estevan.....	60	49	11	
Humboldt.....	43	154	89	
Kamloops.....	47	22	25	
Lethbridge.....	306	170	136	
Moose Jaw.....	972	447	525	
New Westminster.....	1	1		
Prince Albert.....	166	92	74	
Regina.....	132	112	20	
Red Deer.....	167	129	38	
Winnipeg.....	177	80	97	
Yorkton.....	291	145	146	
Total.....	3,876	2,261	1,621	6

It will be seen that there has been an increase of 1,621 in the number of homestead entries made in November, 1908, as compared with November, 1907.

A statement of the homestead entries made during the first eleven months of the calendar year 1908, compared with

the corresponding period of 1907, is as follows:

STATEMENT OF HOMESTEAD ENTRIES JANUARY
NOVEMBER, 1908-07.

Month.	1908	1907	In-crease	De-crease
January.....	1,453	1,111	342	
February.....	1,420	1,033	387	
March.....	1,869	1,589	280	
April.....	2,987	2,594	393	
May.....	2,773	3,253		480
June.....	3,247	4,574		1,327
July.....	2,815	3,690		875
August.....	1,859	2,814		955
September.....	7,934	2,395	5,539	
October.....	5,221	2,252	2,969	
November.....	3,876	2,261	1,615	
Total.....	35,454	27,566	11,525	3,637

It will be observed that there has been a net increase of 7,888 in the number of homestead entries during the first eleven months of 1908, as compared with the same months of 1907.

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia during the month of November, 1908, were as follows:—

Nationalities.	No. of Entries.
Canadians from Ontario.....	360
" Quebec.....	51
" Nova Scotia.....	14

" New Brunswick.....	7
" Prince Edward Island.....	1
" Manitoba.....	180
" Saskatchewan.....	295
" Alberta.....	110
" British Columbia.....	15
Persons who had previous entry.....	339
Newfoundlanders.....	2
Canadians returned from the United States..	77
Americans.....	880
English.....	577
Scotch.....	117
Irish.....	44
French.....	56
Belgians.....	24
Swiss.....	5
Italians.....	1
Roumanians.....	7
Syrians.....	7
Germans.....	43
Austro-Hungarians.....	391
Hollanders.....	5
Danes (other than Icelanders).....	8
Icelanders.....	15
Swedes.....	66
Norwegians.....	60
Russians (other than Mennonites and Doukhobors).....	114
Mennonites.....	
Doukhobors.....	
Chinese.....	
Japanese.....	
Persians.....	1
Australians.....	4
New Zealanders.....	
Total.....	3,876

Representing 8,969 souls.

Of a total of 957 entries made in November, 1908, by persons coming from the United States, there were 478 from North Dakota, 175 from Minnesota, 34 from Washington, 31 each from Iowa and Wisconsin and 28 from South Dakota.

The following table gives a detailed return of immigrant arrivals during the first nine months of the present fiscal year:—

TOTAL IMMIGRATION TO CANADA FROM APRIL TO DECEMBER

	1907				1908			
	Males	Females	Children	Totals	Males	Females	Children	Totals
APRIL:								
Via ocean ports.....	24,972	5,052	4,414	34,438	13,635	3,811	3,223	30,669
From United States.....	5,131	2,103	2,379	9,613	5,676	1,531	1,877	9,084
Totals.....	30,103	7,155	6,793	44,051	19,311	5,342	5,100	29,753
MAY:								
Via ocean ports.....	24,744	7,153	6,858	38,755	9,245	4,209	3,691	17,145
From United States.....	3,749	1,522	1,651	6,922	3,923	1,209	1,307	6,439
Totals.....	28,493	8,675	8,509	45,677	13,168	5,418	4,998	23,584
JUNE:								
Via ocean ports.....	18,107	7,171	7,041	32,319	4,924	3,392	2,436	10,752
From United States.....	2,806	1,279	1,239	5,324	2,876	1,047	961	4,884
Totals.....	20,913	8,450	8,280	37,643	7,800	4,439	3,397	15,636
JULY:								
Via ocean ports.....	11,841	4,695	4,410	20,946	2,927	2,188	1,736	6,851
From United States.....	2,760	1,455	1,180	5,395	2,684	1,003	792	4,479
Totals.....	14,601	6,150	5,590	26,341	5,611	3,191	2,528	11,330
AUGUST:								
Via ocean ports.....	8,584	4,431	3,921	16,936	2,035	1,858	1,505	5,398
From United States.....	2,160	1,077	839	4,076	3,027	907	750	4,684
Totals.....	10,744	5,508	4,760	21,012	5,062	2,765	2,255	10,082
SEPTEMBER:								
Via ocean ports.....	8,085	4,055	3,064	15,204	2,402	1,838	1,143	5,403
From United States.....	1,954	1,019	880	3,853	2,965	971	753	4,689
Totals.....	10,039	5,074	3,944	19,057	5,367	2,829	1,896	10,092
OCTOBER:								
Via ocean ports.....	6,939	3,640	3,018	13,597	1,666	1,610	1,228	4,504
From United States.....	2,435	1,139	1,073	4,646	2,582	1,030	973	4,585
Totals.....	9,374	4,779	4,090	18,243	4,248	2,640	2,201	9,089
NOVEMBER:								
Via ocean ports.....	5,376	2,632	2,101	10,109	1,214	1,035	753	3,002
From United States.....	2,140	951	1,065	4,156	2,145	889	994	4,028
Totals.....	7,516	3,583	3,166	14,265	3,359	1,924	1,747	7,030
DECEMBER:								
Via ocean ports.....	3,886	1,284	929	6,099	1,015	618	465	2,098
From United States.....	1,627	615	695	2,937	1,655	597	610	2,862
Totals.....	5,513	1,899	1,624	9,036	2,670	1,215	1,075	4,960
Grand totals.....	137,296	51,273	46,756	235,325	66,596	29,763	25,197	121,556

MONTHS) 1908 COMPARED WITH THE CORRESPONDING MONTHS OF 1907.

DECREASE OR INCREASE.								Percentage of Decrease, Increase	
Decrease Males.	Increase Males.	Decrease Females.	Increase Females.	Decrease Children.	Increase Children.	Decrease Totals.	Increase Totals.	Decrease	Increase
11,337	545	1,241	572	1,191	502	13,769	529	40	6
10,792		1,813		1,693		14,298		32	
15,499	174	2,944	313	3,167	344	21,610	483	58	7
15,325		3,257		3,511		22,095		48	
13,183	70	3,779	232	4,605	278	21,567	440	67	8
13,113		4,011		4,883		22,007		58	
8,914	76	2,507	452	2,674	388	14,095	916	67	17
8,990		2,959		3,062		15,011		57	
6,549	867	2,573	170	2,416	89	11,538	608	68	15
5,682		2,743		2,505		10,930		52	
5,883	1,011	2,197	48	1,921	127	9,801	836	64	22
4,672		2,245		2,048		8,965		47	
5,273	147	2,030	109	1,790	99	9,093	61	670	1
5,126		2,139		1,889		9,154		50	
4,162	5	1,597	62	1,348	71	7,107	128	70	3
4,157		1,659		1,419		7,335		51	
2,871	28	666	18	464	85	4,001	75	66	3
2,843		684		549		4,076		45	
70,700		21,510		21,559		113,769		48	

Lands Patented in November, 1908.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia, and the Yukon Territory, issued by the Department of the Interior during November, 1908, is as follows:—

LANDS PATENED DURING NOVEMBER, 1908.

Nature of Grant.	November, 1908.	
	No. of Patents	No. of Acres
Alberta Ry. and Irrigation Co's sales.....	.....	.....
British Columbia Homesteads..	12	1,763.60
British Columbia sales.....	1	.....
Coal Lands sales (120 acres, under rights).....	2	419.61
Homesteads.....	1,751	277,649.67
Hudson's Bay Company.....	10	1,856.40
License of Occupation.....	2	.....
Manitoba Act Grants.....	5	355.01
Mineral rights (1,018 acres)....	6	.....
North West half-breed grants...	18	3,320.83
Parish sales.....	1	161.50
Quit Claim, special grants (319 acres).....	2	.....
Railways:		
Canadian Northern Ry.....	21	15,939.67
Can. Pac. Ry. grants.....	2	659.73
Can. Pac. Ry. grants, Souris Branch.....	.....	.....
Can. Pac. Ry. road-bed and station grounds.....	.....	.....
Grand Trunk Pac. Ry.....	9	158.88
Manitoba and North Western Ry.....	.....	.....
Manitoba and South Eastern Ry.....	.....	.....
Manitoba South Western Col. Ry.....	.....	.....

Saskatchewan and Western Ry	.....	.....
Qu'Appelle, Long Lake and Sask. Rd., and Steamboat Co.'s Ry.....	2	325
Sales.....	42	4,208
School Lands sales.....	28	4,062
Special grants.....	17	737
Yukon Territory sales.....	.....	.....
Totals.....	1,931	311,618.

In November, 1907, the number of patents issued was 1,691, covering an area of 403,036.06 acres, showing an increase of 240 in the number of patents issued but a decrease of 91,417.18 acres in the area patented.

Land Sales.

The following is a statement of the farm land sales made by the Canadian Northwest Land Company, Limited, during the month of December, 1908, compared with the sales for December, 1907, and for the year 1908, compared with the year, 1907.

	Acres.	Price obtained
December, 1908.....	441.76	\$ 5,535.
December, 1907.....	324.32	3,314.
Increase, 1908.....	117.44	2,220.
For year 1908.....	8,691.77	97,214.
For year 1907.....	15,471.34	175,362.
Decrease, 1908.....	6,779.57	\$ 78,148.

FAIR WAGES SCHEDULE IN GOVERNMENT CONTRACTS AWARDED DURING THE MONTH OF JANUARY, 1909.

The following is a list of contracts awarded by the Department of Public Works, the Department of Railways and Canals and the Department of Marine and Fisheries, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

EXTENSION to west wharf at Pelee Island, Ont.; names of contractors, A. McCormick & Son, Pelee Island, Ont.; date of contract, December 31, 1908; amount of contract, \$4,800.00.

WHARF AT PEELEE ISLAND, ONT.

Trade or Class of Labour.	Rate of Wages, Per day of 10 Hours, Not less than:
Foreman carpenter.....	\$3.00
Carpenters.....	2.25
Blacksmiths.....	2.25
Blacksmiths.....	2.25
" helpers.....	1.75
Ordinary labourers.....	1.50
Driver, with 1 horse and cart	3.00
Driver, with 2 horses, wagon	4.00

Breakwater at Blue Rocks, N. S.; name of contractor, O. A. Ham, Mahone Bay.

N. S.; date of contract, January 11, 1909;
amount of contract, \$3,878.00.

BREAKWATER AT BLUE ROCKS, N.S.

Trade or Class of Labour.	Rate of Wages, Per day of 10 Hours, Not less than:
Foreman carpenter.....	\$2.50
Carpenters.....	2.00
Blacksmiths.....	2.00
" helpers.....	1.50
Ordinary labourers.....	1.50
Driver, with 1 horse and cart.....	2.50
Driver, with 2 horses, wagon.....	3.50

ROYAL MILITARY COLLEGE, KINGSTON, ONT.

Quarters to stable establishment,
Royal Military College, Kingston, Ont.;
name of contractor, Michael Sullivan;
date of contract, January 27, 1909;
amount of contract, \$9,490.00.

Trade or Class of Labour.	Rate of Wages, Not less than:
Masons.....	\$3.60 per day of 8 hours.
Bricklayers.....	3.60 " 8 "
Builders' labourers.....	2.00 " 8 "
Stonecutters.....	3.00 " 8 "
Carpenters.....	2.50 " 8 "
Joiners.....	2.50 " 8 "
Stairbuilders.....	2.50 " 8 "
Plasterers.....	3.60 " 8 "
Lathers.....	3.00 " 8 "
Painters and glaziers.....	2.25 " 9 "
Plumbers.....	2.40 " 9 "
Steamfitters.....	2.40 " 9 "
Electricians.....	2.50 " 9 "
Sheet metal workers.....	2.25 " 9 "
Ordinary labourers.....	1.75 " 9 "
Driver, 1 horse and cart.....	2.50 " 9 "
Driver, 2 horses and wagon.....	3.50 " 9 "

WHARF AT WELCHPOOL, N.B.

Wharf at Welchpool, N. B.; name of
contractor, E. R. Reid, Parrsboro, N. S.;
date of contract, January 27, 1909;
amount of contract, \$22,248.00.

Trade or Class of Labour,	Rate of Wages, Per day of 10 Hours, Not less than:
Foreman carpenter.....	\$2.50
Carpenters.....	2.00
Blacksmiths.....	2.00
" helpers.....	1.35
Ordinary labourers.....	1.50
Driver, with 1 horse and cart.....	3.00
Driver, with 2 horses, wagon.....	4.00

Department of Railways and Canals.

PROTECTION WORK TO HUNGRY BAY DYKE,
QUE.

Construction of works to protect the
Hungry Bay Dyke along the shores of
Lake St. Francis, in connection with the
Beauharnois Canal. Date of contract,
January 7, 1909. Amount of contract,
schedule rates. Contractors, Cossette &
Clermont, of Valleyfield, Que.

Trade or Class of Labour.	Rate of Wages, Not less than:
Labourers.....	\$ 1.50 per day of 10 hrs.
" foreman.....	2.25 " 10 "
Carpenters.....	2.25 " 10 "
" foreman.....	3.00 " 10 "
Blacksmiths.....	2.25 " 10 "
" helpers.....	1.50 " 10 "
Steam drillers.....	2.00 " 10 "
Boiler fireman.....	1.75 " 10 "
Derriek men.....	1.75 " 10 "
Tug captain.....	50.00 per mo. and board
Tug engineer.....	65.00 " " "
Tug fireman.....	35.00 " " "
Deckhands.....	30.00 " " "
Driver, 1 horse and cart.....	2.25 per day of 10 hours
Driver, 2 horses and wagon.....	3.50 " 10 "

CONSTRUCTION OF SECTION 7, TRENT
CANAL.

Construction of section No. 7, Ontario-
Rice Lake Division, Trent Canal. Date
of contract, January 4th, 1909. Amount
of contract, schedule rates. Contractors,
The Randolph MacDonald Company,
Limited, of Toronto, Ont.

Trade or Class of Labour.	Rate of Wages, Not less than:
Foreman for labourers	\$2.25 per day of 10 hrs.
Labourers.....	1.50 " 10 "
Carpenters.....	2.00 " 10 "
Stonecutters.....	3.50 " 10 "
Masons.....	3.50 " 10 "
Blacksmiths.....	2.00 " 10 "
" helpers.....	1.50 " 10 "
Horse, cart and driver.....	2.50 " 10 "
Team, wagon and teamster.....	3.50 " 10 "
Steam hoist runner.....	60.00 per mo., brd. 12 h.
Steam shovel runner.....	90.00 " " "
" craneman.....	60.00 " " "
" fireman.....	35.00 " " "
" watchman.....	35.00 " " "
Dredge, engineer.....	100.00 " " "
" craneman.....	70.00 " " "
" fireman.....	40.00 " " "
" deckhands.....	35.00 " " "
" cook (female).....	30.00 " " "
" watchman.....	40.00 " " "
Scowmen.....	40.00 " " "
Tug captain.....	60.00 " " "
Tug engineer.....	60.00 " " "
Tug fireman.....	35.00 " " "
Tug deckhands.....	35.00 " " "
Drill-boat foreman.....	3.00 per day of 10 hrs.
" drillers.....	2.00 " 10 "
" drillers' helpers.....	1.50 " 10 "

ENGINE HOUSE, CHAUDIERE JUNCTION QUE

Iron smoke stack for engine house at Chaudière Junction, Que. Date of contract, January 18, 1909. Amount of contract, \$175.00. Contractors, A. Thomas & Son, of Lévis, Que.

Trade or Class of Labour.	Rate of Wages, Per day of 10 Hours, Not less than:
Iron workers.....	\$2.50
Painters.....	2.00
Riveters.....	2.25
Erectors.....	2.25

STATION IMPROVEMENT AT ST, CYRVILLE, QUE.

Combined freight and baggage building, and a combined coal, oil and privy building with necessary platforms at St. Cyrille, Que. Date of contract, January 12, 1909. Amount of contract, \$1,995.00. Contractors, Cloutier & Gaudreau, of L'Islet, Que.

Trade or Class of Labour.	Rate of Wages Per day of 10 Hours, Not less than:
Foreman carpenter.....	\$2.25
Carpenters.....	1.75
Tinsmiths.....	2.00
Labourers.....	1.35
Painters.....	1.75

RAILWAY FROM MOOSEJAW, SASK.

From Moosejaw, in a northwesterly direction, 123 miles. Date of subsidy agreement, January 8th, 1909. Amount of subsidy, \$3,200 per mile, not exceeding \$6,400 per mile. Railway Company, The Canadian Pacific Railway Company.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property, or in the case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be deter-

mined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing to them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefore is filed in the office of the Minister of

and proof thereof satisfactory to the Minister is furnished, the Minister may pay such claim out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the contractors.

RAILWAY TORONTO-SUDBURY, ONT.

From Toronto, via east side of Lake Simcoe, to a point at or near or beyond Sudbury, through Parry Sound, 265 miles. Date of subsidy agreement, January 23, 1909. Amount of subsidy, \$3,200 per mile, not exceeding \$6,400 per mile. Railway company, The Canadian Northern Ontario Railway Company.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in the case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing to them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefore is filed in the office of the Minister of and proof thereof satisfactory to the Minister is furnished, the Minister may pay such claim out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the contractors.

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount of Order.		
Making metal dating stamps and type, and making other hand stamps and brass crown seals.....	473.09	Supplying mail bags.....	1,039.75
Making and repairing rubber dating stamps and type, also other stamps.....	152.14	Repairing mail bags.....	1,510.33
Supplying stamping material and wooden boxes, and repairing stamping pads.....	1,645.03	Making and repairing post office scales.....	445.50
		Making and repairing mail locks and supplying mail bag fittings.....	10.50
		Repairing portable letter boxes, railway mail clerks' tin travelling boxes, parcel receptacles and street letter boxes.....	32.50
		Making and repairing miscellaneous articles of postal stores.....	9.80
		Making and supplying articles of official uniform.....	6,520.50

FAIR WAGES ON BRITISH GOVERNMENT CONTRACTS. (*)

ON August 14, 1907, a committee was appointed to consider the working of the Fair Wages Resolution of the British House of Commons, which was passed on February 13, 1891, and which was as follows:—

“That in the opinion of this House, it is the duty of the Government in all Government contracts to make provision against the evils recently disclosed before the Sweating Committee, to insert such conditions as may prevent the abuse arising from sub-letting, and to make every effort to secure the payment of such wages as are generally accepted as current in each trade for competent workmen.”

The report of this committee, which has recently been issued, contains a number of important recommendations for the improvement of the methods of carrying out the terms of this resolution. It is the practice for each government department to insert a fair wages clause in its contracts, the wording of the clause varying in the different departments. The enforcement of this clause is left to the department interested in each particular case. There is a general practice of issuing tenders to selected lists of firms, whose trade standing and premises have been the subject of enquiry and inspection. In some cases the contract provides for a pecuniary penalty, but the usual penalty for the use of unsatisfactory premises and the payment of unsatisfactory wages is temporary suspension from the list of contractors invited to tender, or permanent removal from the list.

The following were the alleged defects of the present system:—

(a) The difficulty of providing protection by means of the Fair Wages Clause to the workers in unorganized trades, in which a variety of rates of wages is found and no standard rate exists.

(b) The difficulty of applying the clause in those cases where the establishment at which the work is carried out is the only one in the trade in the district in which it is situated.

(c) The employment of women, girls, apprentices, or improvers, at lower rates of wages on work which is claimed by fully skilled men.

(d) The subdivision of work, for which there may be an easily ascertainable current rate of wages, into a number of sections, the persons employed in each section being confined thereto and paid less than the current rate for the whole.

(e) Payment for piece work at a rate which is not more than equivalent to the time work rate current in the district, although the output of work in a given time is greater on piecework than on time work.

(f) Fuller information is asked for as to the firms with whom government contracts are placed, so that the workmen may be in a position to see that the contractor is paying the proper rate of wages.

(g) The methods adopted by government departments in dealing with complaints by the workmen are criticised, especially in regard to the delays which which occasionally occur before a final decision is arrived at.

The recommendations of the committee are summarized as follows:—

(a) We recommend that the present

*Report of the Fair Wages Committee with Appendices London; Wyman and Sons, Ltd., 1908. Price, 5½d.

wording of the fair wages clause, which obliges the contractor to pay the current rates of wages for competent workmen in the district where the work is carried out, should be retained.

(b) While we do not recommend that words intended to enforce the observance of "trade union conditions" should be inserted in government contracts, we think that such conditions of employment as are generally accepted in the district in the trade concerned must be taken into account when considering the question whether a particular contractor is observing the fair wages clauses.

(c) We think that, where persons are employed at piece rates of wages on work for which a current time rate exists, the general principle that the piece work earnings for a given period should exceed the standard time wages for the same period on similar work should be recognized; and we recommend that contractors should be enjoined to keep proper records of the time worked by their workpeople in all cases of this kind.

(d) In the case of trades which can be identified as unorganized, or in any other cases in which the department concerned considers that difficulties are likely to arise in ascertaining the "current rates of wages," we recommend that one or other of the methods suggested should be adopted.

(e) We cannot recommend that government contracts should be restricted to what are known technically as "fair

houses," but we think that great care should continue to be taken in selecting firms to be placed on the list of contractors, so as to ensure that only good employers shall be admitted.

(f) We recommend that in all works where government contracts are being executed, a copy of all the labour conditions of the contract should be prominently exhibited for the information of the workpeople.

(g) We recommend that, as far as practicable, and at the discretion of the departments concerned, the names and addresses of all firms obtaining government contracts should be published in the *Board of Trade Journal* or *Board of of Trade Labour Gazette*.

(h) We recommend that there should be uniformity among the departments in the wording of all clauses dealing with the conditions of labour in contracts affecting the same trades.

(i) We think that every effort should be made to ensure all possible co-operation among the different contracting departments in such matters as inspection, the investigation of complaints, and the interpretation of the fair wages clauses in difficult cases. With a view to furthering this object, we suggest that a committee should be formed of representatives of the different contracting departments, who should meet from time to time for the discussion of matters of common interest and the settlement of disputed questions.

THE WOOL CLIP OF CANADA.

ACCORDING to Bulletin No. 12 of the Live Stock Branch of the Department of Agriculture (Sheep Husbandry in Canada) the annual wool clip of Canada amounts to about 12,108,000 lbs., distributed amongst the nine provinces, as follows:—

Provinces.	lbs.
Prince Edward Island.....	385,500
Nova Scotia.....	1,189,500
New Brunswick.....	986,000
Quebec.....	2,670,000
Ontario.....	5,519,500
Manitoba.....	135,500

Saskatchewan.....	496,000
Alberta.....	631,000
British Columbia.....	95,000

Computed at the average prices of wool, this would give a value of \$73,245 for Prince Edward Island, of \$237,900 for Nova Scotia, of \$187,340 for New Brunswick, of \$667,500 for Quebec, of \$827,925 for Ontario, of \$14,905 for Manitoba, of \$49,600 for Saskatchewan, of \$69,410 for Alberta, and of \$7,600 for British Columbia, being \$2,135,425 for the Dominion.

INDUSTRIAL ACCIDENTS DURING THE MONTH OF JANUARY, 1909.

Under this heading, account is taken of such accidents only as were sustained by workmen in the course of their employment, and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureau of Mines of Ontario and British Columbia, to the office of the factories inspectors of the Province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 230 individual workpeople in Canada during the month of January, 1909, were reported to the Department of Labour. Of these, 66 were fatal and 164 resulted in serious injuries. In addition, 6 fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the department before January, 1909.

In the preceding month there were 85 fatal and 188 non-fatal accidents reported, a total of 273, and in January, 1908, there were 94 fatal and 173 non-fatal accidents, a total of 367. The number of fatal accidents reported in January, 1909, was therefore, 19 less than in the preceding month and 28 less than in January, 1909. The number of non-fatal accidents reported in January, 1909, was 24 less than in the preceding month and 9 less than in January, 1908. Altogether, there were 43 less industrial accidents reported in January, 1909, than in the preceding month, and 37 less than in the same month of the preceding year.

Of 97 returns received during the month giving the ages of the victims of industrial accidents, 8 referred to persons under twenty-one years of age, 24 to persons between twenty-one and forty-five, and 2 to persons over 45. Sixty-three persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:—

STATEMENT OF ACCIDENTS DURING JANUARY, 1909, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed.	Injured.	Total
Agriculture.....	14	36	50
Fishing and hunting.....	4	.....	4
Lumbering.....	9	11	20
Mining.....	5	4	9
Building trades.....	4	11	15
Metal trades.....	3	20	23
Woodworking trades.....	1	11	12
Clothing trades.....	.....	1	1
Textile trades.....	.....	1	1
Food and tobacco preparation.....	1	5	6
Leather trades.....	.....	1	1
Railway service.....	18	20	38
Navigation.....	2	5	7
General transport.....	.....	9	9
Civic employees.....	.....	8	8
Miscellaneous.....	4	11	15
Unskilled labour.....	1	10	11
Total.....	66	164	230

Nature of Fatalities and Accidents.

The chief disasters of the month, causing the death of more than one workman, were: The drowning of two fishermen off Louisbourg, N. S.; the killing of a fireman and a brakeman in a railway wreck at Sidewood, Sask.; the death of two roofers at Newmarket, Ont., by falling from a scaffold; the killing of two engineers in a derailment near Yale, B.C.; the drowning of two farmers in the Bay of Quinté, Ont.; the drowning of two fishermen near Deseronto, Ont.; the killing of two farmers at a railway crossing near Kingston, Ont., and the death of two train hands in a head-on collision near Harriston, Ont.

Drowning of Two Fishermen off Louisbourg, N.S.

Early in January, the fishing schooner *Atlantic* arrived at Louisbourg, N. S., and reported the loss by drowning of two fishermen who left the schooner in a dory to attend their trawls, and a storm arising, were never seen again.

Railway Wreck at Sidewood, Sask.

On January 13, an east bound freight special on the Canadian Pacific Railway line, while standing at Sidewood, Sask., was struck in the rear by another east-bound freight train, the fireman and the brakeman on the latter being instantly killed.

Scaffold Fatality at Newmarket, Ont.

On January 13, two tinsmiths were working on the Pickering College at Newmarket, Ont., when the scaffold tackle slipped precipitating them both to the ground, a distance of about seventy five feet. Both were injured so that they died a short time afterwards.

Railway Fatality near Yale, B.C.

On the afternoon of January 15, Canadian Pacific Railway train No. 97 was derailed by a snowslide about $7\frac{1}{2}$ miles east of Yale, B. C. The two engines attached, together with the baggage, mail, express and colonist cars, went down the bank of the Fraser river, the engineers on the two engines being killed, and three trainmen and a number of passengers injured.

Drowning of Two Farmers in the Bay of Quinte, Ont.

On the night of January 22, two farmers and their wives left Trenton, Ont., in a sleigh, to drive home by way of the Bay of Quinte, which was frozen over. When about 400 yards from the shore, they drove into a hole where the ice had been cut, and both farmers were drowned, the women being saved.

Drowning of Two Fishermen near Deseronto, Ont.

On January 25, two fishermen were crossing the ice near Deseronto, Ont., to reach their fish shanty near Foresters' Island, when the ice gave way and they were both drowned.

Fatality at a Railway Level Crossing, near Kingston, Ont.

On the evening of January 26, while a farmer and his family were on their way home to Glenburnie, north of Kingston, Ont., their team became unmanageable while going over a level railway crossing. The vehicle was run into by a locomotive and the farmer and his son were instantly killed, the wife receiving serious injuries.

Railway Disaster near Harriston, Ont.

On January 27, two freight trains collided head-on in a snowstorm at Fulton's

Mills, four miles northwest of Harriston, Ont. A fireman and a brakeman on one of the locomotives were killed outright, and two train hands on the other locomotive were seriously injured.

Record by Trades and Industries.

Agriculture.—During January, there were 14 fatal and 36 non-fatal accidents to persons engaged in this industry, compared with 13 killed and 22 injured in the previous month, and 12 killed and 16 injured in January, 1908. Of the fatal accidents, 5 were due to railways, 3 each to exposure and drowning, 2 to falling material and 1 to a fall. Of the other accidents, 10 were due to tools, 9 to falls, 7 to falling material, 3 to live stock, 2 each to exposure and to run-aways, and 1 each to railways, to flying material and to machinery.

Fishing and hunting.—Four fishermen were drowned during January. There were no accidents in December, 1908, but 5 fatalities occurred in January of last year.

Lumbering.—Nine of these workers were killed and 11 injured in January, 1909, as against 6 killed and 16 injured in the preceding month, and 8 killed and 13 injured during January, 1908. Six of the fatalities were caused by falling material and 1 each by exposure, by machinery and by drowning. Four workmen were seriously injured by falling material, 2 each by exposure, by tools and by machinery, and 1 by a run-away.

Mining.—During January, 5 mine workers were killed and 4 injured, compared with 18 killed and 17 injured in December last, and 4 killed and 14 injured in January, 1908. Falls and falling material caused 2 deaths each, and an explosion of dynamite 1. An explosion of dynamite, being run over, falling material and live stock caused 1 serious injury each.

Building trades.—In this group, death by accident befell 4 workers, while 11 others were injured, against 5 killed and 16 injured in the previous month, and 1 killed and 7 injured in January, 1908. Three of the fatalities were due to falls, and a plumber was asphyxiated by gas

in Montreal. Of the accidents, 9 were due to falls, and 1 each to flying material and to railways.

Metal, engineering and shipbuilding trades.—There were 3 fatalities and 20 accidents, compared with 3 killed and 35 injured in December, 1908, and 3 killed and 30 injured in January, 1908. One each of the deaths was caused by a fall, by electric shock and by being struck by a street car. Four each of the accidents were caused by falls and by molten metal, 5 by machinery, 2 each by flying material, by explosions, by falling material and 1 by tools.

Woodworking trades.—In these trades, a workman at Niagara Falls, Ont., died from the effects of swallowing by mistake a solution of caustic soda used in his work, and 10 other workers were injured by machinery and 1 by falling material. In December, there were 9 injured, and in January, 1908, 1 killed and 11 injured.

Clothing trades.—During January last, falling material injured 1 worker. One worker was injured in December last, and in January, 1908, the record was 1 killed and 1 injured.

Textile trades.—In January, machinery injured 1 of this group. In December there were 1 killed and 5 injured, and in January a year ago, 1 killed and 9 injured.

Food and tobacco preparation.—A miller at Centreville, N. B., was caught in shafting and killed; machinery injured three others, and falling material 1. In December there were 1 fatality and 7 non-fatal accidents, and in January, 1908, 1 worker was killed and 4 injured.

Leather trades.—During January, 1 worker was injured by a fall. There were no accidents in the previous month, nor in January, 1908.

Railway service.—There were 18 railway employees killed and 20 injured in January, compared with 22 killed and 21 injured in December last, and 29 killed and 26 injured in January, 1908. Five of the fatalities were due to collisions, 3 each to being run over and to being caught

between cars, 2 each to derailments and to falling material, and 1 each to a fall, to an explosion of dynamite and to a tunnel worker dying from what is known as "bends." Six of the other accidents were due to explosions of steam, 5 to falls, 4 to falling material, 3 to derailments, and 1 each to being run over and to a collision.

Navigation.—During January there were 2 killed and 5 injured in this group, as against 3 killed and 2 injured in the preceding month, and 7 killed and 1 injured in January of last year. One of the fatalities was caused by drowning and 1 by being caught between a boat and a wharf. Falling material and explosions injured 2 and a fall 1.

General transport.—There were 9 workmen injured in January, 4 by falls, 3 by falling material, and 1 each by machinery and by being run over. In the previous month there were 2 killed and 10 injured, and in January, 1908, 5 killed and 10 injured.

Civic employees.—Eight civic employees were injured in January, compared with 4 injured in December last, and 3 killed and 8 injured in January, 1908. Four of the injuries were due to the victims being overcome by smoke, and 2 each to falling material and to falls.

Miscellaneous.—The roll for January was 4 killed and 11 injured. In December there were 6 killed and 11 injured, and in January, 1908, there were 3 killed and 9 injured. One each of the fatalities was caused by the victim being burned to death, by a fall, by an elevator and by machinery. Seven of the accidents were caused by falls, and 1 each by flying material, by an explosion of gas, by machinery and by being run over.

Unskilled labour.—A labourer at Pelton, Ont., was run over by an electric car and killed, and 10 others were injured, 6 by falling material and 2 each by explosions of dynamite and by falls. In December, there were 5 killed and 9 injured, and in January, 1908, 10 killed and 9 injured.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLE SERIES F., No. 63.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF JANUARY, 1909.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
<i>Agriculture—</i>				
Farmer	Frobisher, Sask.....	Jan. 1.	1	Frozen to death.
"	Tilbury, Ont.....	" 3.	1	Drowned; broke through ice.
"	Waterous, Sask.....	" 14.	1	Frozen to death.
"	Near Kingston, Ont.....	" 16.	1	Frozen to death.
"	Near Simcoe, Ont.....	" 16.	1	Tree fell on him.
"	West Lorne, Ont.....	" 2.	1	Struck by train at crossing.
"	Kimberley, Ont.....	" 16.	1	Fell into vat of boiling water.
"	West Zorra, Ont.....	" 20.	1	Tree fell on him.
"	Near Trenton, Ont.....	" 22.	2	Drowned; sleigh fell through hole in ice.
"	Brandon, Man.....	" 19.	2	Struck by train in blizzard.
"	Near Kingston, Ont.....	" 26.	2	Struck by train at crossing.
<i>Fishing and hunting—</i>				
Fisherman	Off Louisbourg, N. S.....	" 4.	2	Drowned; dory upset.
"	Desoronto, Ont.....	" 24.	2	Drowned; broke through ice.
<i>Lumbering—</i>				
Logger	Near Prince Albert, Sask.....	" 9.	1	Tree fell on him.
"	Winnipegosis, Man.....	" 15.	1	Frozen to death.
"	Tamworth, Ont.....	" 14.	1	Log rolled on him.
"	Magee, B. C.....	" 9.	1	Logs rolled on him.
"	Athabaska Landing, Alta.....	" 21.	1	Tree fell on him.
"	Near Hull, Que.....	" 21.	1	Tree fell on him.
"	St. Martins, N. B.....	" 27.	1	Tree fell on him.
Sawmill hand	St. Lazare, Que.....	" 14.	1	Caught in belting.
"	Musquash, N. B.....	" 8.	1	Drowned; swept over dam.
<i>Mining—</i>				
Miner	Nanaimo, B. C.....	" 2.	1	Fell 600 feet down air shaft.
"	Giroux Lake, Ont.....	" 8.	1	Fell down shaft.
"	Nanaimo, B. C.....	" 15.	1	By falling coal.
"	Cumberland, B. C.....	" 14.	1	By falling coal.
"	Hull, Que.....	" 27.	1	Explosion of dynamite.
<i>Building trades—</i>				
Roofer	Newmarket, Ont.....	" 14.	2	Scaffold broke; fell 50 feet.
Carpenter.....	Fort Frances, Ont.....	" 15.	1	Fell 27 feet.
Plumber.....	Montreal, Que.....	" 22.	1	Asphyxiated by gas.
<i>Metal trades—</i>				
Auto tester.....	St. Thomas, Ont.....	" 22.	1	Thrown from automobile.
Lineman.....	Fort William, Ont.....	" 25.	1	Electrocuted.
"	Toronto, Ont.....	" 28.	1	Struck by street car.
<i>Woodworking trades—</i>				
Carriage worker.....	Niagara Falls, Ont.....	" 26.	1	Swallowed caustic soda used in his work, by mistake.
<i>Food and tobacco preparation—</i>				
Miller.....	Centreville, N. B.....	" 13.	1	Caught in shafting.
<i>Railway service—</i>				
Conductor	Port Hood, Ont.....	" 12.	1	Fell from top of car.
Engineer.....	Near Yale, B. C.....	" 15.	2	In a derailment caused by a snowslide.
Brakeman	Sidewood, Sask.....	" 13.	1	In rear end collision.
"	Canmore, Alta.....	" 6.	1	Caught between cars.
"	Near Harriston, Ont.....	" 27.	1	In head on collision.
"	Gaddle Roch Bar, B. C.....	" 26.	1	Caught between cars.
"	Frank, Alta.....	" 19.	1	Caught between cars.
<i>Navigation—</i>				
Captain.....	Rosebay, N. S.....	" 5.	1	Drowned.
Cook on vessel.....	Vancouver, B. C.....	" 19.	1	Caught between boat and wharf.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLE SERIES F., No. 63.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF JANUARY, 1909.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
<i>Miscellaneous—</i>				
Commercial traveller...	Coldwater, Ont.....	"	1	Burned to death in hotel fire.
Window cleaner.....	Montreal, Que.....	" 8..	1	Fell 20 feet from window.
Workman.....	Toronto, Ont.....	" 23..	1	Head caught in elevator.
Line worker.....	Beachville, Ont.....	" 26..	1	In machinery.
<i>Skilled labour—</i>				
Labourer.....	Pelton, Ont.....	" 2..	1	Run over by an electric car.
Fireman.....	Nemegos, Ont.....	" 7..	1	In head-on collision.
".....	Bidewood, Sask.....	" 13..	1	In rear end collision.
".....	Near Harriston, Ont.....	" 27..	1	In head-on collision.
Gar shop hand.....	Montreal, Que.....	" 29..	1	Heavy iron fell on him.
Switchman.....	Toronto, Ont.....	" 19..	1	Run over by train.
Gar checker.....	London, Ont.....	" 1..	1	Run over by train.
Construction hand.....	Near Kenora, Ont.....	" 7..	1	Explosion of dynamite.
".....	Ste. Helene, Que.....	" 2..	1	In a cave-in of earth.
".....	Windsor, Ont.....	" 22..	1	Died of "bends" in tunnel.
Sectionman.....	Winchester, Ont.....	" 20..	1	Struck by locomotive.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN DECEMBER, 1908.

Farmer.....	Ladver, B. C.....	Dec. 22...	1	In a runaway.
".....	Surrey, B. C.....	" 19..	1	In a runaway.
".....	Lethbridge, Alta.....	" 29..	1	In a runaway.
Tranche.....	Near Salt Spring, B. C.....	" 25..	1	Tree fell on him.
".....	Lulu Island, B. C.....	" 23..	1	In a runaway.
Sectionman.....	Racine, Que.....	" 31..	1	Struck by snow plough.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour, Ottawa, during January, 1909.

DOMINION REPORTS.

Prison Statistics.

Report of the Minister of Justice as to Penitentiaries of Canada for the year ended March 31, 1908. Ottawa: King's Printer, 1908. Page, 224. Price, 15 cents.

THE report of the Inspectors of Penitentiaries of Canada shows that the average daily population of the penitentiaries under their supervision was 1,188 in 1907-8, compared with 1,433 in the previous fiscal year, but the number in custody on March 31, 1908, was 1,476. There were 215 convicts released on parole, compared with 157 in 1906-7. There were also 186 prisoners released on parole from reformatories, prisons and jails. From 1899 to March 31, 1908, 1,046 parole licenses were granted. Of these, only 92 were cancelled for non-

compliance with the condition of the license, and 35 parole licenses were forfeited by subsequent conviction.

Among the convicts during the last fiscal year, the total abstainers numbered 255, or 17 per cent; the temperate, 718, or 49 per cent., and the intemperate, 503, or 34 per cent. With regard to their education, 82 per cent. could read and write, 4 per cent. could read only, and 14 per cent. were illiterate.

The Canadian-born convicts constituted 60 per cent.; those from the British Isles, 16 per cent., and from the United States, 10 per cent. It is noted that there has been a marked increase of Italian convicts in recent years.

The Dairying Industry.

Report of the Dairy and Cold Storage Commissioner for the year ending March 31, 1908. Appendix to the Report of the Minister of Agriculture. Ottawa: King's Printer, 1908. Pages, 168.

The report of the Dairy and Cold Storage Commissioners for 1907-8 is divided into six parts, which deal respectively with the Dairying Division, report of the Assistant Dairy Commissioner, Fruit Division, Extension of Markets Division, Cold Storage Division, and visit of the Commissioner to Great Britain and Holland. During the year, representations were made to factory men against the practice of shipping green cheese to England, which led to some improvement in this respect. A great many more inspections of fruit were made than in the previous year, and there were 178 convictions under the Fruit Marks Act, compared with 40 in the previous year.

While there was a slight falling off the exports of dairy produce, it was estimated that the value of the home consumption of butter, cheese and milk in 1907 was \$10,000,000 more than in 1906, an increase which more than made up for the decline in exports.

ONTARIO REPORTS.

Mining Statistics of Ontario.

Seventeenth Annual Report of the Bureau of Mines, 1908. Toronto: King's Printer, 1908. Pages, 356.

The Seventeenth Annual Report of the Ontario Bureau of Mines contains the following tables, showing the mineral production of Ontario in 1907:—

TABLE 1.—MINERAL PRODUCTION OF ONTARIO IN 1907.

Product.	Quantity.	Value.	Employees.	Wages.
Metallic—		\$	No.	\$
Gold.....ounces	3,810	66,399	160	125,532
Silver....." "	10,028,259	6,157,871		
Cobalt.....tons	739	92,751 ^(c)	2,038	1,532,276
Nickel....." "	10,972	2,271,616 ^(c)		
Copper....." "	7,303	1,045,511 ^(c)	1,824	1,384,192
Iron ore....." "	205,295	482,532	276	192,276
Pig iron....." "	286,216	4,716,857	1,242 ^(a)	808,681
		14,833,537	5,540	4,042,276
Less value Ontario iron ore (120,177 tons) smelted into pig iron.....		282,702		
Net metallic production.....		14,550,835	5,540	4,042,276
Non-metallic—		\$	No.	\$
Arsenic.....tons	2,958	40,104	(b)	(b)
Brick, common.....No.	273,882,000	2,109,978 ^(c)		
Tile, drain....." "	15,578,000	250,100 ^(c)	2,850	1,015,276
Brick, pressed....." "	69,763,423	648,683 ^(c)		
" paving....." "	3,732,220	73,270 ^(c)	508	284,276
Building and crushed stone.....		675,000	1,100	480,276
Calcium carbide.....tons	2,667	173,763	63	37,276
Cement, Portland.....bbl.	1,853,692	2,777,478	1,237	699,276
" natural rock....." "	7,239	5,097	22	2,276
Corundum.....tons	2,683	242,608	247	168,276
Feldspar....." "	12,328	30,375	71	23,276
Graphite....." "	2,000	20,000	20	15,276
Gypsum....." "	10,186	19,652	18	14,276
Iron pyrites....." "	15,755	51,842	137	75,276
Lime.....bush.	2,650,000	418,700	415	155,276
Mica.....tons	456	82,929	158	63,276
Natural gas.....		746,499	191	110,276
Peat fuel.....tons	200	1,040	6	1,276
Petroleum.....Imp. gal.	27,621,851	1,049,631 ^(c)	435 ^(d)	265,312
Pottery.....		54,855	55	20,276
Quartz.....tons	56,585	124,148	101	52,276
Salt....." "	62,806	432,936	194	85,276
Sewer pipe.....		435,088	232	132,276
Talc.....tons	1,870	5,010	13	1,276
Non-metallic production.....		10,468,538	8,073	3,704,276
Add net metallic production.....		14,550,835	5,540	4,042,276
Totals.....		25,019,373	13,613	7,747,276
Totals for 1906.....		22,388,383	12,551	6,048,276

(a) Includes steel-making.

(b) Included in Silver and Cobalt.

(c) Value crude product, exclusive of Dominion Government bounty.

(d) Petroleum refining works only.

There was an increase of 12 per cent. in the value of mineral production over the previous year, and the increase in 1907 over the value of the mineral production in 1904 was no less than 116 per cent.

Vital Statistics.

Report relating to the Registration of Births, Marriages and Deaths in the Province of Ontario for the year ending 31st December, 1906. Toronto: King's Printer, 1908. Page, 236.

The estimated population of Ontario in 1908 was 2,214,116, this estimate being based on the ratio of increase which was found to have prevailed in the intercensal period 1891 to 1901. During 1906 there were 51,710 births, 19,846 marriages, and 32,782 deaths. The returns of the causes of deaths shows that there were 891 deaths from typhoid. The death rate from this disease per 100,000 of the population was 40 for the province as a whole, 37 for the cities grouped together, 95 for the towns and 8 for the rural population. There were only 5 deaths from malaria, but tuberculosis carried off 2,911. In the last five years, there has been an increase in the number of deaths from cancer, the number in 1902 having been 1,048, and in 1906, 1,411.

SASKATCHEWAN REPORT.

The Coal Mining Industry.

Annual Report of the Department of Public Works of the Province of Saskatchewan for the Financial Year 1907-08, ending February 29, 1908. Regina: King's Printer, 1908. Page, 248.

The Report of the Department of Public Works of Saskatchewan contains a number of statistics compiled by the Coal Mines Branch, with reference to the coal mining industry of that province. During the year ending February 29, 1908, there were 19 mines in operation, which produced in the twelve months, 189,428 tons. There were 232 persons employed inside the mines and 2 outside. Only 2 fatal accidents were reported, and 1 non-fatal accident. There were 7 new mines opened up in the course of the year, and only one mine was abandoned.

UNITED STATES REPORTS.

Factory Inspection in Ohio.

Twenty-Fourth Annual Report of the Department of Inspection of Workshops, Factories and Public Buildings of Ohio. Columbus, Ohio: State Printer, 1908. Page, 365.

The Report of the Inspector of Workshops and Factories of Ohio, for the year 1907, contains a number of important recommendations for the better protection of employees and the public. Among these are the following: That after a specified date, no cellar or basement should be used as a bakery or confectionery; that the minimum age of persons permitted to operate elevators should be raised above sixteen years, at which it stands at present; that no female should be employed for a longer period than eight hours in the twenty-four, and that these working hours should be in the daylight; and that at least girls under eighteen years of age should not be employed at night in factories, workshops and other establishments.

OTHER REPORTS RECEIVED.

Canada.—Investigation re Department of Marine and Fisheries. Commissioners' Report.

Ontario.—Annual Report of the Bureau of Industries of the Province of Ontario, 1907. Part I.—Agricultural Statistics. Part II.—Chattel Mortgages.

Report of the Farmers' Institutes of the Province of Ontario, 1907. Part I.—Farmers' Institutes.

University of Toronto. Report of the Board of Governors for the year ending 30th June, 1908.

Great Britain.—Minutes of Evidence taken before the Fair Wages Committee, with Index thereto.

Report from Standing Committee B. on the Housing, Town Planning, etc., Bill, with the Proceedings of the Committee.

Factory and Workshop Act, 1907. (Schemes for regulation of hours of employment, etc., in charitable institutions.)

Spain.—Instituto de Reformas Sociales, Section 1. Legislation del Trabajo. Apéndice Tercero. Julio 1907-Junio 1908.

TRADE DISPUTES DURING THE MONTH OF JANUARY, 1909.

THE month of January was comparatively free from industrial disputes in Canada, involving a loss of time to employees, and in no case were a large numbers of people affected.

Analysis of Trade Disputes During the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during January was 5, an increase of 1 compared with December, but a decrease of 6 compared with January, 1908. One of the disputes began in the previous month. About 6 firms and from 113 to 145 employees were involved in these disputes.

Loss of time in working days.—The loss of time to employees through trade disputes during January was approximately from 759 to 1,047 working days, compared with a loss of about 381 days in December, 1908, and of about 24,415 in January, 1908.

Trades affected by new disputes.—The following table shows the trades affected by new disputes during the month, and the number of workpeople involved in each group of trades:—

Trades.	No. of Disputes.	No. of Workers.
Building trades.....	1	30
Woodworking trades.....	1	20
Clothing trades.....	1	33
Miscellaneous Trades.....	1	..
Total.....	4	263

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces of the Dominion:—

Province.	No. of Disputes.
New Brunswick.....	1
Quebec.....	1
Ontario.....	1
British Columbia.....	1
Total.....	4

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause.	No. of Disputes.
Against reduction in wages.....	2
Against increase in hours.....	1
For "closed shop" and recognition of Union.....	1
Total.....	4

Methods of settlement.—Of the 5 disputes in existence during the month, were terminated, leaving 2 still in existence at the close of the month. One dispute was settled through negotiation between the parties concerned, and the other two cases, the places of the strikers were filled.

Results of disputes.—The employees were successful in 2 of the disputes that were terminated, and the employees in

Strike of Tailors at Montreal, Que.

The only trade dispute in existence during January, which commenced prior to the beginning of the month, was strike of tailors employed by the firm A. Sommer & Co., of Montreal, which took place on December 28. It was reported that about 30 employees of 100 went out, the alleged cause being the employment of a non-unionist. was claimed by the employers that at the end of December, the places of most of the strikers had been filled, and during January, normal conditions were resumed.

Strike of Woodworkers at Fredericton N.B.

On January 25, a strike of woodworkers was declared at Fredericton, N. B., on account of the employers having announced the re-establishment of a ten-hour day, instead of a nine-hour day. About 20 men were affected by the dispute. On January 27, work was resumed by 14 of the strikers, the company agreeing to restore the nine-hour day.

TABLE OF TRADE DISPUTES DURING THE MONTH OF JUNE.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.			Date of commencement.	Date of termination.	Result.
			Directly.	Indirectly.	Directly.	Indirectly.				
			Di-rectly.	Indi-rectly.	Males.	Females.	Males.	Females.		
<i>Clothing Trades—</i> Tailors.....	Montreal, Que.....	Against employment of a non-unionist.....	1	.....	30	.....	Dec. 28	.....	Places of strikers were filled.	
DISPUTES WHICH BEGAN DURING THE MONTH.										
<i>Building Trades—</i> Stonecutters.....	Montreal, Que.....	Refusal of men to accept employer's offer of 30 c. an hour.	2	.....	30	.....	" 18 Jan.	22	Employers claimed to have secured all the stonecutters they required.	
<i>Woodworking Trades—</i> Woodworkers.....	Fredericton, N.B....	Against an increase in hours from 9 to 10.....	1	.....	20	.....	" 25 "	27	Work assumed by about 14 men on basis of 9-hour day, 6 mechanics were not taken back.	
<i>Clothing Trades—</i> Cap workers.....	Toronto, Ont.....	Demand of employees for a closed shop and recognition of their Union.....	1	.....	30	3	.....	" 5	.....	No settlement reported at end of month.
<i>Miscellaneous trades—</i> Transit men.....	Prince Rupert, B.C.	Against a decrease in wages.....	1	.....	.....	.....	Jan.	.....	No settlement reported at end of month.	

* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for the other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon, the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned. Mention moreover, is not made of disputes involving less than six employees, or of less duration than 24 hours.

The rest of the strikers, however, were not taken back.

Strike of Cap Workers at Toronto, Ont.

On January 5, about 33 cap workers employed by the Cooper Cap Company at Toronto, Ont., declared a strike, and were still out at the end of the month. According to the employers, the dispute arose because the operatives wanted a union shop, while the firm wanted the factory conducted as an 'open shop.' According to a report received from the employees, the dispute arose because the employers had refused to grant a demand for higher pay on piece work, and also refused to sign an agreement not to discharge any of them. Three of the strikers were female employees.

Strike of Stonecutters at Montreal, Que.

On January 18, a strike of stonecutters took place at Montreal, Que. According to a report received from the employers, it was stated that about 30 men employed by two firms were involved. The strike arose over the question of wages, the employers offering 30 cents an hour as the winter rate, which was refused. On January 22, it was claimed that they had all the stonecutters they

required. It was alleged by the men that the cause of the dispute was a reduction of 15 cents an hour in wages and an increase in the hours of labour. It was stated by the men that the dispute began on January 11, and involved one firm and 62 men directly and 210 indirectly.

Strike of Transitmen at Prince Rupert, B.C.

During the month it was reported that a strike of transitmen, employed by the Grand Trunk Pacific Railway Company, took place at Prince Rupert, B.C., and the work of surveying the townsite of Prince Rupert was brought to a standstill. The dispute arose from an announcement of the Company that the transitmen would receive wages of \$75 a month instead of \$100, and the chainmen \$35 a month instead of \$45. The Department was not informed of the exact date of the strike, or of the number of men involved in the dispute.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of January, and which have been reported to the Department.

RECENT LEGAL DECISIONS AFFECTING LABOUR

The following synopsis of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different provinces of Canada.

NEW BRUNSWICK CASE.

Station Agent Fined for violation of Scott Act.

THE police magistrate of Fredericton, N. B., delivered judgment, on Jan. 28, in the case of R. Z. Walker, I. C. R. station agent, charged with violating the Scott Act, recording a conviction against the defendant. The proceedings were taken under an amendment to the Canada Temperance Act, prohibiting the shipment of liquor into Scott Act counties. His Honour held that the Intercolonial Railway, although owned by the government, had acted in the capacity of a common carrier, and was therefore

liable. It was not necessary, he said, for the prosecution to prove that the liquor was for personal use. The fact that Walker did not know the package contained liquor, His Honour held, was no defence. He therefore fined defendant \$50 and costs.

QUEBEC CASES.

Sunday Labour in Bake Shops.

In the Court of Sessions at Quebec, Que., four master bakers, convicted of having had work performed in their establishments on Sunday, were fined \$5.00 each and costs.

Sunday Exhibitions.

By a recent judgment rendered by Mr. Justice Cross, the judgment of Judge

Choquette was confirmed, declaring it to be illegal to give living pictures exhibitions in Montreal on Sundays. The prosecution was under the instructions of the Attorney General of Quebec, and not of the civic authorities, there being no provision in the civic by-laws prohibiting exhibitions of the kind on Sunday. The defence offered that was moving pictures did not constitute a theatrical performance under the meaning of the law, and that such exhibitions did not come under the head of "business" as prohibited on Sundays by the statute.

Defamation of Character of Employee.

In the Superior Court, an interesting decision, awarding damages to an employee for defamation of character on the part of the employer, was recently given out in the case *J. B. Masse vs. The Dominion Bridge Co., Ltd.* The facts in this case were briefly as follows:—

On January 12th, plaintiff, who for several years had been an employee of the company defendant, at Lachine, was working under Foreman Duquette, near the machine shop. Thinking he would remain there until 6 o'clock, he went to get a coat which he had left in another shop, in order to bring it back home at the end of the day's work; in the meanwhile, however, he went into the machine shop and placed it near the window in the machine shop. He went away however, without taking this coat, having been called to work in another place. On the Monday, January 14th, whilst returning home, he remembered having left his coat in the machine shop on the Saturday previous, and he retraced his steps and entered this shop to get the coat just as the lights were going out. Now, the company for some time past had been annoyed by petty thefts of brass and lead, and had posted a special watchman to catch the thief, if possible. As the plaintiff came in, the watchman, hearing a noise, came up to him with a dark lantern and asked him what he was doing. Plaintiff explained, and asked the watchman to light him up in order that he might take his coat, and he offered to prove the truth of his statements.

Masse can hardly speak English; Watt, the watchman, doesn't speak French. Watt, believing, no doubt, he had caught the author of the thefts, brought plaintiff up before the superintendent of the machine shop. Plaintiff reiterated his explanations as to his presence in the machine shop at such a late hour. The superintendent, who did not understand French, postponed his enquiry to the morning. But it is absolutely proved that plaintiff requested the explanations that plaintiff repeated the explanations given in the first place to Watt. The next day, plaintiff, on being called before Mr. Adler, general superintendent of the machine shop employees, repeated, through an interpreter, his explanations. Without verifying whether plaintiff was telling the truth or not, defendant, not being satisfied with the explanations given, retained the services of a private detective of the Thiel agency, who, early in the afternoon, on January 15th, went to plaintiff's domicile in his absence. Plaintiff's wife called a neighbor to interpret. The detective asserted positively that he had been sent by the plaintiff to take the brass and lead (300 pounds), sold him. Mrs. Masse answered he must be mistaken, that her husband could never have sold such, never having had any. But at length, being shaken by the positive affirmatives of the detective, she stated that if there was anything, it wasn't worth anything; it must be in the attic, and that he could come and see it after 6 o'clock, on her husband's return.

On this report, Dawson, the superintendent of the machine shop, had a search warrant issued, and entrusted for execution to the Chief of Police of Lachine, who, in the same afternoon, accompanied by several constables, searched the house of the plaintiff, and its dependencies, in his absence, from top to bottom, but without the least success. Plaintiff heard of this from his wife on his return home. This affair became the talk of Lachine, where plaintiff had always enjoyed the reputation of being an honest man. His fellow-workmen, hundreds of them, made it the topic of their conversations, and some of them

called him a "thief," and other malodorous names. Plaintiff then wrote defendant, who had kept him in his employ, by his attorneys, asking that his innocence be recognized, and admitted in order that he might mingle without shame amongst his comrades and his fellow-citizens. Defendant did not reply. Plaintiff's attorney wrote a second letter, stating that in the event of their client failing to obtain satisfaction, he would take an action in damages. Defendant replied as follows:

"The circumstances leading up to the search of Masse's house were such as to fully warrant Mr. Dawson's firm belief that Masse was responsible for the disappearance from our works of valuable metal, and perhaps other property, and under the circumstances, he could not in prudence have adopted any other course than that taken. The search was without results, but we are by no means satisfied of Masse's innocence and in retaining him in our employ, we are giving him the full benefit of all doubt we feel as to his guilt."

The action was based on the above facts, which are proved. Defendant pleaded reasonable and probable cause in justification of the issue of the search warrant.

The decision of the Court was as follows:—

"Considering that the reasons given to Watt, Dawson and Adler by the plaintiff in order to explain his presence in the machine shop of the defendant on the 14th of January, 1907, after hours of work, were consistent and accounted for his meeting with Watt; considering that it would have been easy for Watt to verify the truth thereof, on the spot, but that he did not do so; * * * * * considering that plaintiff, on the 15th January, went to get his coat in said shop, and showed it to Watt in proof of the truth of the explanations he had given him the day before; considering that the defendant, by its employees, instead of verifying the plausible and constant version of plaintiff, immediately suspected him of being the author of the thefts of brass and lead which had disappeared recently, and en-

trusted to a detective the mission of ascertaining his culpability; considering that the report of the detective made to the defendant was false * * * * * considering that it appears from the deposition of Dawson that this false report of the detective, more especially urged and decided defendant to ask for the issue of a warrant of search against plaintiff; considering that the said search was without success, and could not have met with success, seeing that plaintiff has proven that he never had stolen anything from the defendant; considering that the detective of the Thiel Agency was acting then and there under the authorization of the defendant as its mandatory, and that such mandatory is responsible for the fault committed by him in the execution of his mandate (C. C. 1727, 1731, 1054); considering that the procedure adopted by defendant was of such a nature and kind as to cast a slur on the honour and reputation of honesty of the plaintiff, who is a respectable citizen and householder by falsely giving to the public the impression that plaintiff was the author of the thefts committed previously to the prejudice of the defendant; considering that this procedure was reckless, that it was taken and adopted on the strength of false information of a detective employed by the defendant without reasonable or probable cause, after constant protestations of innocence on the part of plaintiff, and explanations from him of such a nature as to prove the truth and correctness thereof, had the employees, Watt, Dawson and Adler, taken the trouble of verifying on the spot the exactitude thereof; considering that, under the circumstances, defendant has not acted prudently, and that it cannot plead it acted in the exercise of a right when it is not beyond all reproach; considering that the letter of the 31st of January, 1907, written by the defendant in reply to those of plaintiff, is a repetition of the insult and injury made to the latter; considering that the insulting imputation contained in the above letter as regards plaintiff was made without any apparent foundation, without reasonable or probable cause, and without necessity, and

that it cannot, in law, be, for those motives regarded as a privileged communication; considering that plaintiff has in consequence of the proceedings of defendant suffered grievous injury; considering, however, that the object of plaintiff in taking the present action was rather to have his innocence proclaimed, and to obtain his rehabilitation in public opinion than to obtain a heavy pecuniary condemnation against defendant; considering that for these reasons the amount of damages claimed should be reduced to the sum of \$50; doth condemn the plaintiff to pay, to the defendant the sum of \$50 with interest and costs of a fourth class action in the Superior Court.

Damages for Death of Son.

In the Court of King's Bench, appeal side, a decision was rendered, Dec. 30, 1908, in the case C. P. R. vs Riccio et ux. The plaintiff respondents alleged in their declaration that their minor son, Giuseppe Riccio, whilst in the employ of the appellant company, as labourer, at the Windsor station, in Montreal, was ordered, on October 20, 1904, to go under locomotive No. 30 in order to clean it; but that hardly had he finished this cleaning, as he was coming out from under the locomotive, but before he was clear thereof, the person in charge of the engine caused it to move, thus striking the son of the plaintiff and causing him injuries so serious that he died thereof but a few hours after; and, as said child was their only means of support, the respondents claimed \$4,000, because such accident has occurred through the fault of the employees of the defendant.

For plea, the latter stated that it had not been guilty of any fault, and that, on the contrary, the accident had occurred on account of the negligence of Riccio himself.

The court below condemned the appellant to pay \$1,500 damages, and stated that the respondents had proven that the accident had occurred through the fault of the employees of the appellant, but without specifying other reasons, or, rather, without mentioning how and in what manner the accident had occurred.

The decision of the Court was, in part, as follows:—

"Appellants seem to contend in their factum, that a judgment thus based on the sole consideration, that the plaintiff has proven the allegations of his action, is insufficient in law. True it is, that article 541 of the Code of Civil Procedure states that in contested cases, the judgment must moreover contain a summary statement of the issues of law and of fact raised and decided, the reasons upon which the decision is founded and the name of the judge by whom it was rendered. Now, the issue of fact to be decided in the present cause from the pleadings, was that of ascertaining upon which of the parties fell the responsibility for the accident. Without specifying the circumstances, the court below cast the responsibility upon the appellant. Such a judgment, it seems, to me is sufficiently grounded, for it decides the issue of fact by giving the reason therefore; the fault of the appellant. "Les motifs memes du jugement n'ont jamais besoin d'etre motives" (3 Garsonnet, p. 516.)"

ONTARIO CASES.

Appeal from Decision.

Leave has been granted to the city of Toronto by the Court of Appeal to appeal from the decision of the Ontario Railway Board, by which the Toronto Railway Company were given permission to lay their tracks anywhere they see fit, notwithstanding an objection on the part of the city. *

Protection of Building Employees.

A decision was reached in a case brought by Wm. Ridler versus the Geo. A. Just Company at the assize court. Ridler was suing for \$3,000 damages for injuries done him through alleged negligence upon the part of the Just Company A. Just Company at the assize court, London, Ont. Ridler was suing for \$3,000 damage for injuries done him through alleged negligence upon the part of the Just Company, who had charge of

the construction on the Smallman & Ingram building, and for whom Ridler was working. The jury returned a verdict that negligence had been shown by the company in not properly flooring the first floor and by failing to do so, not giving reasonable protection to workmen carrying on their work on the ground floor, as tools and other implements might easily fall through and cause injury to the workmen, as was the case with Ridler. The jury assessed the damages at \$225.

Settlement Out of Court at Hamilton, Ont.

In an action brought at Hamilton by John Southern against the Hamilton Steel and Iron Company for \$10,000 damages for injuries received while in its employ, the case was adjourned by Mr. Justice Teetzel, after being partly tried, in order that the parties might reach a settlement. Later, his lordship announced to the jury that a satisfactory settlement had been reached. In his statement to the jury, his lordship paid a compliment to the management of the Hamilton Steel and Iron Company for its humanity in dealing with Southern, as follows:—

"I am pleased to say that the Hamilton Steel and Iron Company went to extraordinary expense to save this man's life and to alleviate his sufferings. It secured a private ward in the city hospital for him, and provided a day and a night nurse, so that he might have constant care and attention. It also paid his wages till the time this action was brought and from what I have been informed, I believe it was owing to this care and thoughtfulness that his life was saved after he met with his terrible injuries. Such treatment was magnanimous, generous and humane, and I speak of it in public in this way because I have never known of a case where a corporation has shown so much thought and care to one of its injured employee as this has. I hope this humane example will be followed by other employers, and I believe such treatment of them would probably result in fewer actions being brought for heavy damages by those who receive injuries."

MANITOBA CASES.

Coal Oil Dealer Fined.

The trial of D. A. McIlquham, a hardware dealer, of Alexander, Man., for having sold coal oil of a quality below the test standard was held on Jan. 6, before Magistrates Jos. Haig and Watt Philips. The information was laid against McIlquham by Deputy Collector Earl, of Brandon, for having violated section 33 of the Inland Revenue Act, which makes a dealer who has had coal oil in his possession liable to a fine of \$20.

R. W. Earl, sworn, stated that he had obtained the sample of oil produced from D. A. McIlquham, who had informed him that it had been obtained from his coal oil tank used in his store for storing oil. The collector of revenue for Manitoba swore that he had examined the exhibited oil and had found the specific gravity 7.75, while the flash point was 65. He also stated that McIlquham had never been accused of having bad oil in his possession before.

D. A. McIlquham swore that he had given Earl the sample of oil produced, that he had pumped all the oil out of the tank into a barrel as soon as the revenue officer had informed him that it was bad, and that he had not sold any of this oil since. That he had had no complaints in the ordinary way from the oil examined. He did not know anything about testing coal oil, and he could not tell whether the coal oil was good or bad.

The magistrates had no alternative but to fine the accused, since the oil was found in his possession. The fine imposed was \$20 and \$9 costs.

ALBERTA CASE.

Directors Liable for Wages.

A judgment of considerable importance to labour in the province of Alberta was handed out at the district court, Edmonton, Alta., during January, by His Honour Judge H. C. Taylor, in the case of some eighteen employees of the United Collieries Company against two directors

of that company for wages due them amounting to some \$760. Judgment was given for the miners. The case was a test case and provides that labourers and wage-earners may collect the wages due them from any or all of the directors of a joint stock company in the event of that company failing.

ENGLISH CASE.

Refusal of Injured Workman to Undergo an Operation.

The Court of Appeal, consisting of the Master of the Rolls and Lords Justices Moulton and Farwell, recently decided an important point under the Workmen's Compensation Act, 1906. The case was that of "Moulson v. Ripley and Sons (Limited)." Under the British law, if an injured workman so far recovers that, in the opinion of his employers, he is able to work again, they can apply to the County Court Judge to reduce the amount of compensation. In the case of "Rothwell v. Davis," decided some time ago, the masters contended that if the injured workman would undergo an operation, he would be able to go back to work again. The County Court Judge found in that case, however, that the operation was a serious one, and although, if successful, the workman would be restored to health, he declined to make an order compelling the man to undergo an operation. The Court upheld that decision, the Judge expressing the opinion that the injured man in refusing had not acted unreasonably.

In the present case, Moulson, while at work for the defendants, had dropped a stanchion which injured the big and first toes of his left foot. His big toe was amputated, and he was awarded 14s. 10d. a week during incapacity. On behalf of the defendants, he was subsequently seen by a doctor, who pointed out to him that by undergoing a very slight operation, he would be able to get a boot on and go about as well as ever. Moulson declined to undergo the operation, and this although his own medical man agreed that there would be no danger, and that the operation would probably be quite successful. The masters thereupon applied to the County Court to reduce the man's allowance on the ground that in the circumstances his refusal to undergo the operation was unreasonable. The application came before His Honour Judge Smyly, sitting at the Bradford County Court, and he held that whether the operation was serious or trivial, the Court had no power to order a man to undergo an operation against his will. He accordingly dismissed the masters' application to have the allowance reduced.

The Court, of appeal, however, after hearing arguments, considered that in this case, the workman's refusal to undergo a remedial operation unattended with risk was unreasonable. They distinguished the present case from that of "Rothwell v. Davis," and directed that the case should go back to the County Court Judge to reduce the award to such a sum as, in view of their judgment, appeared to him right. The appeal was therefore allowed, with costs.

THE LABOUR GAZETTE

MARCH, 1909.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF FEBRUARY, 1909.

I.—GENERAL SUMMARY

INDUSTRIAL and labour conditions during the past month showed little change throughout Canada, compared with January, 1909. The gradual but steady revival in commercial and industrial activity was continued, being evidenced chiefly in the manufacturing transportation and branches. Compared with February, 1908, conditions were much more favourable, the number of unemployed being much less, and the outlook at the close of the month being for a considerably more active spring and summer season than in 1908. The building outlook, in particular, was more promising than at the corresponding period of 1908, while the railway construction operations projected are on a very extensive scale. The mining industry, with the exception of coal mining, had an active month, and a busy summer is anticipated. Agriculturists and fishermen were in their dull season, but prices have been high, and in the case of lumbermen have induced an improved tone in the industry.

From reports received from agents of the Department of the Interior in the north-west provinces, trade has resumed its normal condition, and transportation delays and difficulties have disappeared. Wheat conditions are favourable, and good prices stimulated the movement of grain. The danger of a serious fuel shortage has disappeared, though a scarcity prevailed at Cal-

gary and certain other points, with prices high.

Changes in Wages and Hours of Labour.

Wages in general were stationary, a number of agreements having been renewed during the month (§). The following is a statement, by industries and groups of trades, of the more important changes in wages and hours of labour, information concerning which was received at the Department of Labour during February, 1909.

Clothing.—From March 1, 1909, locals Nos. 132 and 156 of the Tailors' International Union, at Toronto, Ont., concluded a renewal agreement with the Merchant Tailors' Association for a term of three years. Conditions as to hours of work are practically the same as in the old agreement, as the work is all piece work, and there is no hard and fast rule as to hours. The employers, however, agree to a partial revision of prices, as provided in the regular scale, or tailors' log. The revision will mean a small advance on certain classes of work and quality of goods.

Civic employees.—Civic employees of various classes at St. Thomas, Ont., received an increase in wages. Engineers in the employ of the municipality at Lethbridge, Alta., had their wages increased. (*)

§See report of Winnipeg and Edmonton correspondents.

*See report of Lethbridge, Alta., correspondent.

Cost of Living.

Wheat prices reached a higher level during February than in some years past. Prices of farm produce were well maintained, though eggs were somewhat lower. Hay also was easier, but cattle and hogs were high. Other commodity prices showed no marked variation as compared with January. Rentals were firmer in localities where the renewal of leases was in progress.

Interruptions to Industry.

The number of trade disputes in existence in Canada during February was the same as in the previous month, but there was an increase of about 1,218 in the number of working days lost. Compared with February, 1908, there was a decrease of five in the number of disputes and a decrease of about 335 in the number of working days lost.

Among industrial and other establishments destroyed by fire or through other causes during February, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scotia.—Departmental store at Berwick, loss, \$20,000; fish factory and junk shop at Dartmouth, loss, \$15,000; printing office and piano factory (partial) at New Glasgow, loss, \$2,500; school house at Sydney, loss, \$2,000; at Amherst carriage house and barn.

Prince Edward Island.—Church (partial) at Charlottetown, loss, \$1,000.

New Brunswick.—Two stores and gaol at Buctouche, loss, \$40,000; business block at Chatham, loss, \$40,000; warehouse at Chipman; railway station at Cross Creek; hotel at Moncton, loss, \$3,750; stores at St. John, loss, \$20,000.

The schooner *Wood Brothers* struck on the Quaco Ledges in the Bay of Fundy, N.B., on February 1st and became a total wreck.

Quebec.—Hotel at Eack River, loss, \$15,000; church at Bedford, loss, \$40,000; store at Drummondville, loss, \$25,000; two stores at Lachine, loss, \$8,000. At Montreal, warehouse and contents loss, \$5,000; electric appliance factory, loss, \$15,000; gas works, (partial) loss, \$2,500; two stores, loss, \$6,000; hotel, loss, \$2,000; looking glass factory, loss, \$3,000; canning factory, loss, \$20,000. Hotel at Plessisville; hotel at Pont Viau, loss, \$6,500; paper mill at Portneuf; general store at Ste-Agathe, loss, \$6,000; saw-mill at Ste. Croix, loss, \$10,000; tenement house at Ville St. Louis, loss, \$1,000. Barns at Batiscan.

Ontario.—Flour mill at Almonte; stock feed factory at Brockville, loss, \$3,500; dry-goods establishment at Chatham, loss, \$75,000; general store at Goderich, loss, \$18,000; outbuildings at Highgate, loss, \$4,000; store, and warehouse at Ottawa, loss, \$18,000; business block at Parry Sound; two stores and residence at Peterborough; carriage shop at Preston; grocery store at Kingsville; two stores and restaurant at Kenora, loss, \$3,000; two tenements at Ottawa, loss, \$3,000; the yacht *Going* at Sandwich, loss, \$9,000; railway station at Terrigami,

loss, \$15,000. At Toronto, the fire sprinkling apparatus on a business block burst causing damages to the amount of \$30,000; two stores, loss, \$60,000; baby carriage shop and residence, loss, \$3,500; factory, loss, \$4,000; five tenements, loss, \$6,000. Stores at Windsor, loss, \$10,000.

Floods during the last week in February caused damages at several localities in Ontario. At Port Hope the damage amounted at \$25,000, at Cobourg, \$10,000; at Belleville the rolling mills were obliged to close down and at St. Thomas also considerable damage was done.

Manitoba.—Butcher shop at Carberry; hardware store at Carman, loss, \$10,000; railway shops at Portage la Prairie, loss, \$70,000; military stores at Winnipeg, (partial) loss, \$3,000.

Saskatchewan.—Hotel, dry goods shop, grocery store and dwelling at Estevan, loss, \$50,000; hotel at Lumsden, loss, \$18,000.

Alberta.—Business block at Edmonton, loss, \$17,000; business block at Wetaskiwin, loss, \$20,000.

Conditions in the Industries and Trades.

Conditions of employment during February in the several industries and trades throughout Canada, as indicated by the reports of correspondents to the *Labour Gazette*, and by information received at the Department from other sources, may be briefly summarized as follows:—

Agriculture.

Winter conditions prevailed, farmers being engaged chiefly in the care of stock, attending markets, cutting and hauling wood, pruning orchards, etc. Good prices for produce were reported. The supply of fodder was abundant. Fall wheat was stated to be wintering well in most localities.

The export demand for Canadian wheat was heavier during the third week of February than at any time since the beginning of the year. Exceptionally high prices accompanied the increased demand. Apple exports were light, and the supply small in Ontario.

Final official estimates of the grain yield of Saskatchewan for 1908 place the total yield of wheat at 50,654,629 bushels, as compared with a production of 49,252,539 bushels in Manitoba. The production of oats was 48,379,838 bushels, compared with 44,883,043 in Manitoba. The acreage for the four leading cereals—wheat, oats, barley and flax, was 5,979,841, as compared with 3,057,401 in the preceding season. The total production of the four leading grains was 105,589,543 bushels.

Sixty-five seed fairs have been held this winter by the seed branch of the Department of Agriculture, Canada, 42 in Saskatchewan and 23 in Alberta.

On a recent sale of thoroughbred horses and mares imported by the government of New Brunswick, a profit of \$800 was realized.

A large number of meetings of agriculturists was held during February, the following being among the most important:—

The Nova Scotia Farmer's Association held a meeting at Halifax, N. S.†

The Dairymen's Association of Prince Edward Island held its annual meeting at Charlottetown, P. E. I.

The annual convention of the District of Bedford, Dairymen's Association, was held at Cowansville, Que., February 9. Representatives were present from the counties of Missisquoi, Brome and Shefford.

The Dominion Swine Breeders' Association held its annual meeting on February 3.

The fifth annual convention of the Canadian Seed Growers' Association was held in the Canadian Building, Ottawa, on February 4 and 5, 1909.

The first annual meeting of the Ontario Sheep Breeders' Association was held at Toronto, February 9.

The annual meeting of the Ontario Vegetable Growers' Association was held at Toronto, February 10.

A convention of growers of corn in western Ontario was held at Essex, Ont., February 12. At the exhibition held in connection with the convention, 295 entries were made.

Nearly three hundred delegates attended the fourth annual convention of the Saskatchewan Grain Growers' Association, held at Weyburn, Sask., Feb. 17. Delegates from Alberta and Manitoba were also present. Government ownership of elevators, hail insurance, the grain commission and freight rates were among the subjects discussed.

Two meetings of importance to the fruit industry of British Columbia were held, viz., the annual meeting of the B. C. Fruit Growers' Association at Victoria

and the annual convention of the Fruit and Produce Exchange of B. C. at Revelstoke.

Fishing.

Conditions have been quiet in the Maritime Provinces. The smelt and eel season closed; catches of the former in New Brunswick have been disappointing. Fishermen were generally active on preparations for spring fishing. On the Great Lakes, some fair catches of rough fish were made. In British Columbia, the herring season closed at Nanaimo; no final estimate of the catch was possible owing to the secrecy maintained by the Japanese by whom the operations are chiefly carried on.

An important conference was held at Ottawa during February, when representatives of the Governments of Ontario, Quebec and New Brunswick discussed with the Hon. the Minister of Marine and Fisheries the proposed regulations to be applied to the fisheries in waters more or less near to the international boundary, under the treaty now in negotiation between Great Britain and the United States.

Lumbering.

Conditions showed little change compared with January. Trade generally was dull, though there was a movement in the direction of better prices and a more active demand. In Quebec, some difficulty was caused by the heavy snowfall. Lumber gangs have, for the most part, remained in the camps throughout the season, a result of the more abundant supply of labour. In British Columbia, as elsewhere, little change was reported, though a few mills were opening in anticipation of the spring demand.

With reference to lumber production during 1908, the total output of the Ottawa Valley mills was 503,000,000 feet, as compared with 532,000,000 feet in 1907. In the Georgian Bay district, the total cut was 704,072,000, as compared with 775,523,000 feet. In British Columbia, the mills of the interior had on hand at the beginning of 1908 about 190,000,000 feet of sawn lumber, and

† See report of Halifax, N. S., correspondent.

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue, several trades and industries throughout the Dominion. This table has references only to the amount of employment shown in the *Gazette*. In tabulating the information in question, the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural operations.	Fishing.	Lumbering (including saw-milling.)	Mining.	Manufacturing.	Railway construction.	Building Trades.
Nova Scotia—							
1—Sydney.....	Quiet	Quiet		Quiet	Busy		Quiet
2—Westville.....	Quiet		Quiet	Active			Dull
3—Dartmouth.....		Quiet			Quiet		Dull
4—Amherst.....	Active	Active	Active	Quiet	Active		Quiet
Prince Edward Island—							
5—Charlottetown.....	Active	Quiet			Active		Dull
New Brunswick—							
6—Moncton.....	Quiet	Dull	Quiet	Quiet	Active	Busy	Quiet
7—St. John.....	Active		Quiet				Dull
8—Newcastle.....	Quiet	Quiet	Quiet				Quiet
Quebec—							
9—Quebec.....	Active		Quiet			Quiet	Dull
10—Sherbrooke.....	Quiet		Active		Active		Quiet
11—Three Rivers.....	Active	Quiet	Active	Quiet	Active	Quiet	Busy
12—St. Hyacinthe.....	Active				Active		Quiet
13—St. Johns.....	Active				Active		Dull
14—Maisonneuve.....					Quiet		Active
15—Montreal.....					Quiet		Quiet
16—Hull.....			Quiet	Quiet	Active		Dull
Ontario—							
17—Ottawa.....			Quiet		Quiet		Active
18—Kingston.....	Quiet			Active	Active	Dull	Quiet
19—Belleville.....		Active	Active	Active	Active	Quiet	Quiet
20—Peterborough.....	Active		Quiet		Active		Quiet
21—Toronto.....	Active				Quiet		Quiet
22—Niagara Falls.....			Active		Active		Quiet
23—St. Catharines.....					Active		Quiet
24—Hamilton.....	Quiet				Quiet		Quiet
25—Brantford.....	Quiet				Active		Quiet
26—Guelph.....					Active		Very dull
27—Berlin.....	Active		Active		Active		Quiet
28—Woodstock.....	Active				Active		Quiet
29—Stratford.....	Active				Active		Quiet
30—London.....					Dull		Active
31—St. Thomas.....	Active				Active		Quiet
32—Chatham.....	Quiet				Quiet		Dull
33—Windsor.....					Active		Active
34—Sault Ste. Marie.....	Dull	Dull	Dull	Dull	Active		Dull
Manitoba—							
35—Winnipeg.....	Active		Quiet		Quiet		Quiet
36—Brandon.....					Quiet		Dull
Saskatchewan—							
37—Regina.....							Dull
38—Moose Jaw.....							Quiet
Alberta—							
39—Calgary.....							Dull
40—Edmonton.....	Active					Busy	Dull
41—Lethbridge.....				Active	Active		Dull
British Columbia—							
42—Nelson.....			Dull	Active			
43—New Westminster.....	Quiet	Quiet	Quiet				Dull
44—Vancouver.....		Dull	Dull				Dull
45—Victoria.....			Active		Active		Active
46—Nanaimo.....	Quiet	Active	Dull	Dull			Quiet

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES G., No. 60.

CANADA DURING THE MONTH OF FEBRUARY, 1909

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken to wage changes; trade disputes and kindred phenomena are treated under separate order indicating in each the degree to which general conditions were favourable or unfavourable, as follows: (1) active.

	Metal, Engineering, Ship-building.	Wood-working.	Printing and Allied Trades.	Clothing.	Food and Tobacco preparation	Leather.	General Transport.	Miscellaneous.	Unskilled Labour.
1—	Active	Quiet	Active	Quiet	Active	Quiet	Quiet	.....	Quiet
2—	Active	Active	.....	Active	Busy	.....	.....	Active	Dull
3—	Quiet	.....	Active	Dull	Active	.....	Quiet	.....	Dull
4—	Dull	Active	Dull	Busy	Active	Active	.....	Active	Dull
5—	Active	Active	Active	Active	Active	Active	Quiet	Active	Quiet
6—	Active	Active	Active	Active	Active	Quiet	Quiet	Active	Dull
7—	Active	Quiet	Active	Busy	Active	.....	Busy	Active	Active
8—	Active	Active	.....	Active	Busy	.....	.....	.....	Very dull
9—	Quiet	.....	Active	Active	Active	Busy	Dull	Dull	Very dull
10—	Active	Active	Active	Active	Quiet	.....	Quiet	Active	Active
11—	Quiet	Active	Quiet	Active	Active	Quiet	Active	Active	Active
12—	Busy	.....	Active	Active	Active	Active	Active	Active	Active
13—	Quiet	.....	Active	Dull	Active	.....	Busy	Active	Dull
14—	Active	Active	Active	Quiet	Active	Active	Active	Active	Dull
15—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
16—	.....	.....	.....	.....	.....	.....	Dull	Quiet	Very dull
17—	Active	Active	Active	Quiet	Active	Quiet	Active	Active	Dull
18—	Busy	Quiet	Dull	Dull	Dull	Active	Quiet	Quiet	Dull
19—	Active	Active	Active	Active	Active	Active	Dull	Active	Dull
20—	Quiet	Quiet	Active	Dull	Active	Active	Active	Quiet	Dull
21—	Quiet	Quiet	Active	Active	Active	Active	Active	Active	Dull
22—	Quiet	.....	.....	Dull	Active	.....	Active	Dull	Dull
23—	Active	Quiet	Active	Quiet	Active	Active	Active	Active	Active
24—	Dull	Dull	Active	Dull	Quiet	.....	Quiet	Quiet	Very dull
25—	Active	Active	Active	Active	Active	Active	Active	Active	Dull
26—	Active	Quiet	Active	Active	Active	.....	.....	.....	Dull
27—	Active	Active	Active	Active	Active	Busy	Active	Active	Dull
28—	Active	Active	Active	Quiet	Active	Active	Quiet	Active	Dull
29—	Active	Active	Active	Active	Active	.....	Active	Active	Dull
30—	Quiet	Quiet	Active	Active	Quiet	Active	Active	Quiet	Dull
31—	Active	.....	.....	.....	.....	.....	.....	Quiet	Quiet
32—	Active	Active	Active	Quiet	Quiet	.....	.....	Quiet	Very dull
33—	Active	Active	Active	Quiet	Busy	Active	Active	Quiet	Quiet
34—	Active	Active	Active	Active	Active	.....	.....	.....	Quiet
35—	Active	Dull	Active	Dull	.....	Active	Dull	Quiet	Dull
36—	Dull	.....	Active	.....	Quiet	.....	Dull	.....	Very dull
37—	Dull	.....	Quiet	.....	Busy	.....	.....	Active	.....
38—	Active	.....	Active	.....	Active	.....	Active	Active	Quiet
39—	Active	.....	Active	Dull	Active	Active	Active	Active	Very dull
40—	Active	.....	Quiet	.....	Active	.....	.....	.....	Very dull
41—	Active	Active	Active	Dull	Active	.....	Active	Active	Dull
42—	.....	.....	.....	.....	.....	.....	.....	Dull	Dull
43—	Dull	Quiet	Dull	Quiet	Quiet	Dull	Quiet	.....	Very dull
44—	Dull	Active	Quiet	Dull	Quiet	Very dull	Quiet	Dull	Very dull
45—	Active	Active	Active	.....	.....	.....	.....	Active	.....
46—	Active	.....	.....	Dull	.....	.....	Dull	Quiet	Very dull

120,000,000 feet of logs. About 100,000,000 feet were added to these totals during 1908. In Quebec, total shipments in 1908 were about 214,000,000, compared with 262,000,000 in 1907. The Maritime Provinces shipments showed a corresponding shrinkage.

Some 54 lumber companies were incorporated during 1908 under the laws of British Columbia, either as provincial concerns with headquarters in the provinces, or as extra-provincial companies.

The annual meeting of the Mountain Lumbermen's Association was held at Nelson, B. C., January 29 and 30.

The annual meeting of the board of directors of the Western Retail Lumbermen's Association was held during February.

A new organization known, as the British Columbia Lumber, Logging and Forestry Association, with which is amalgamated the B. C. Chamber of Commerce and the Forestry Association, has been formed in Victoria by prominent lumbermen, representative of different sections of the province. The objects of the body, according to the announcement made, are varied, but the principal ones are to secure stable titles to timber lands, to support legislation in the interests generally of the industry, and to endorse and assist in carrying to fruition plans for the conservation of British Columbia's forest wealth.

A deputation of lumbermen interviewed the government of British Columbia on the policy to be adopted in regard to timber legislation. The principal request was that the 21 year licenses now granted be made perpetual, thus assuring certainty of tenure.

Mining.

Conditions remained quiet in the Nova Scotia collieries. The output of the Dominion Coal Company for January was 195,971 tons, as compared with 346,000 in January, 1908. Shipments amounted to 120,130 tons. Most of the mines were working about two-thirds time. In Pictou county, the Drummond and Acadia mines were working steadily. The Mabou colliery has been

flooded.* The Cumberland county mines were quiet.

A delegation on behalf of the coal mine owners of Nova Scotia waited on Hon. W. S. Fielding, Minister of Finance today asking for a readjustment of the coal duties. It was stated that there are more than 18,000 people directly employed in the Nova Scotia coal mines, and the industry supports directly and indirectly a population of about 100,000 people, and contributed last year \$680,000 that to the provincial revenue.

In Quebec, the mica mines remained idle, but asbestos mining was active, with prospects of a busy season. The Brome County Asbestos Company reported net earnings of \$110,000 for the seven months of the fiscal year ending December 31, 1908.

Since Jan. 1, 1909, shipments of ore from the Cobalt camp have approximated 4,000 tons. The Tretheway silver mine, limited, reported for the period August 31, 1907, to December 31, 1908, a total revenue of \$357,970 and a total expenditure of \$147,446.

Prospecting was active in the Gowganda district of Ontario. The question of railway transportation to the camp was actively discussed. A trail has been constructed from Selwood, 33 miles north of Sudbury, Ont., to Gowganda, a distance of about 75 miles.

An important event in the history of the Cobalt, Montreal River and Gowganda silver districts is the opening of the plant of the Montreal Reduction and Smelting Company of Canada, Limited. The works are situated at Trout Mills, near North Bay, Ontario. Since beginning work, daily shipments have been received at the smelter from several of the leading mines in Cobalt.

At Medicine Hat, Alta., a heavy flow of gas was struck at a depth of 1,909 feet.

Coal mining was only fairly active in Alberta, and was quiet in British Columbia, both on Vancouver Island and in the Crow's Nest Pass. The dullness at the latter mines is attributed in part to the improvements in progress.

Supplementary letters patent were recently issued to the Crow's Nest Pass

* See report of Sydney, N.S., correspondent.

Coal Company, considerably enlarging its powers.

Shipments were heavy from the metaliferous mines of British Columbia, and the outlook is for an active year.

The directors' report of the Le Roi Mining Company for the 15 months ending September 30, 1908, shows net profits of \$24,895. Ore values have increased \$1.40 per ton. The ore smelted during the period amounted to 124,263 tons. The matte shipped amounted to 2,780 tons, valued at \$1,164,912.

Manufacturing.

There was no pronounced change in conditions compared with January. The gradual movement towards greater activity continued, and at many points staffs and hours were increased.

The iron and steel industry continued busy at Sydney, N. S., and outputs were heavy. It was stated that the Lake Superior corporation would make extensive additions to the open hearth furnaces of the steel plant at Sault Ste. Marie. A by-law will be submitted to the ratepayers of Sault Ste. Marie on March 8 to grant assistance towards the establishment of an extensive dry dock and shipbuilding plant, to cost approximately \$500,000.

The total production of pig iron in Canada last year was 563,672 tons, compared with 581,146 tons in 1907, a decrease of 17,474 tons, or about 3%. In the first half of 1908, the total production amounted to 307,074 tons, and in the second half to 256,598 tons.

At the annual meeting of the Nova Scotia Steel and Coal Company, profits of \$734,000 were declared, a shrinkage of over \$200,000 compared with those of the preceding year.

The mills of the Saskatchewan Flour Mills Company, recently established at Moose Jaw, were opened, and the occasion celebrated by a banquet given by the local board of trade. The new mills will, at first, produce about 1,000 barrels a day, but have been equipped with a view to increasing their capacity to 2,000 barrels per day.

The Maple Leaf flour mill at Kenora which was burned down soon after its

erection in January, 1908, and the reconstruction of which has been in progress for the past eight months, started to work at its full capacity during February.

At the annual meeting of the Toronto Electric Light Company, held February 10, the income for the year was stated to be \$1,155,582, and the expenses \$715,711. Operating expenses, including repairs, amounted to \$670,711.

At the annual meeting of the International Cement Company, held at Ottawa, it was announced that orders for 1909 delivery, taken up to February 15, show an increase of 23% over the previous year. The financial statement for the year ending November 30 showed net profits of \$217,227.

The supply of hogs throughout the country was below the average, and packing houses had difficulty in securing a supply, though prices were upward.

About 300 cotton mill employees were thrown out of work by the closing down of the plant of the Colonial Bleaching and Printing Company, St. Henri, Que.

The Montreal Cotton Company, at the annual meeting held February 9, reported sales during 1908 of \$1,865,869, on which the gross profit was \$251,666, a reduction from the previous year owing to current financial conditions.

Penman's Limited reported a fair year, showing net profits of \$191,333, compared with \$224,007 in 1907.

Railway Construction.

Conditions showed little change compared with January. Work in connection with the National Transcontinental Railway continued active in New Brunswick, Ontario and British Columbia, though confined chiefly to rock cutting and the conveying in of supplies.

A feature of the month was the endorsement by the legislature of Alberta of resolutions introduced by the Premier, accompanied by bills to guarantee the bonds of various branch lines of railway, totalling 1,681 miles in length. The amount guaranteed is over \$27,000,000.

According to a recent estimate of the *Contract Record*, \$90,000,000 will be re-

quired to carry out the various Canadian railways projected for 1909, the estimate being based upon contracts already placed and plans confirmed. The new mileage of Canadian railways completed in 1908 is estimated by the same journal at 1,248, and the number of miles at present under construction at 4,327. According to an estimate made by the *Railway and Marine World*, a total of 1,484 miles of new track was laid in Canada during 1908.

According to an official statement issued by the Grand Trunk Pacific Railway, the Company had, on January 1, 1908, laid 418 miles of line, and on December 31, 1908, 878 miles. The mileage laid in 1908 was therefore 460 miles.

It was stated that railway construction would be pushed by the Great Northern Railway Company in western Canada, and especially in Manitoba, during the present year.

The electrification of the St. Clair tunnel is estimated to have increased the capacity of the tunnel by 30 per cent. It has also removed a serious defect in connection with the passenger service, and has reduced operating expenses. The electric locomotives handle 1,000 ton trains where steam locomotives handled 700 ton trains. Under the new system, the average time from summit to summit is 10 minutes, while with steam power the average time was 15 minutes.

In connection with the proposed union stock yard to be established at St. Boniface, Man., it is estimated that about \$250,000 will be spent this year in yards and trackage. Building operations will commence as soon as weather permits.

On Thursday, February 18, the new locomotive repair shops of the Grand Trunk Railway Company at Stratford were formally opened. A banquet was tendered on the occasion by the city to the general manager and other executive officers of the system. The new plant consists of a machine and repair shop, 616 ft. by 175 ft.; a boiler shop, 154 ft. by 135 ft., and a power house, 108 ft. by 90 ft. A foundry and a pattern shop will be erected later.

General Transport.

Railway employees had a good month, traffic being considerably heavier than in February, 1908. Earnings of railways continued to show an increase, especially on the Canadian Pacific Railway system.

Orders were issued by the Minister of Railways and Canals that the mechanical staff of the Intercolonial Railway, to the number of about 2,000, who had been working eight hours per day since January, be restored on March 1 to the full working day of ten hours, with corresponding increase in pay.

The total number of cars arrived at Fort William and Port Arthur from September 1, 1908, to Jan. 31, 1909, were 34,316 over the C. P. R., and 16,555 over the C. N. R., an increase of 10,891 in the case of the former, and of 6,258 in the case of the latter.

The report of the two commissioners appointed in September, 1908, by the Honourable the Minister of Railways and Canals to investigate the present traffic conditions on the branch railway lines in New Brunswick and Nova Scotia tributary to the Intercolonial, with a view to having these lines absorbed into the Intercolonial system by purchase, was presented to the House of Commons on February 11. The report deals with each of the 13 branch lines in the provinces, and its conclusions are strongly in favour of the absorption of these roads by the Intercolonial system.

A return was laid on the table of the House of Commons on February 8, giving details with regard to certain negotiations between the government and the Canadian Pacific Railway Company relative to the securing by the latter of running rights over the Intercolonial between St. John and Halifax.

In 1905, the Board of Railway Commissioners passed an order permitting the Grand Trunk Railway to leave out the filling and packing of railway frogs from December to April in each year, both months included. The order was rescinded by the Board in November, 1908, and in giving judgment on an application by the company for the restoration of the original order, the Chief

Commissioner said: "Oral evidence was given in support of the application, the principal ground being that the snow and ice forming on the packing increased the possibility of derailment. No specific instances of such were given. No other railway is asking for the like order. The reasons for requiring packing exist to almost the same extent in winter as in summer; and I am, therefore, of opinion that no sufficient cause has been shown that would justify the Board in relieving the company from complying with the provisions of the section."

Upon the report and recommendation of the Inspector of Accidents of the Board of Railway Commissioners, the Board recently ordered Canadian railway companies to equip each of its non-platform cars, as, for example, ordinary box and mail or baggage cars, with the proper operating lever for uncoupling cars, and to dispense with the operating wheel where in use on the ends of such cars for that purpose.

The Board of Railway Commissioners recently sent out the draft of an order which it proposes to issue, after taking the matter up at sittings to be held in Ottawa during April. The attention of the Board has been called to a number of accidents caused by defects in the flat and open cars of railway companies used for shipments of raw material and stone. A number of rules and regulations to govern the loading of lumber logs and stone on such cars are proposed.

In the matter of the application of the Pere Marquette, the Lake Erie and Detroit River Railway Companies for an order permitting them to do Sunday work incidental to the operation of the International car ferry, the Canadian port of which is Port Stanley, Ont., the Board of Railway Commissioners granted permission for them on the Lord's Day to "load and unload on and from car ferries plying between Conneaut, in the said State of Ohio, and Port Stanley, in the said Province of Ontario, and forward to their destination, trains in transit in the United States or Canada, on such car ferries or on the lines of the said railway companies when the Lord's Day begins, and do any work necessarily

incidental thereto, including the returning of empty cars which have been placed on the slip tracks at Port Stanley before six o'clock a. m., or after eight o'clock p. m. on the Lord's Day."

By order of the Board of Railway Commissioners, where shippers upon all or any railways subject to the jurisdiction of the Parliament of Canada, in the Provinces of Manitoba, Saskatchewan and Alberta, were compelled to furnish car doors to enable cars to be used for traffic, allowance shall be made on a stated basis.

Gross earnings of the Toronto Railway Company were some \$147,000 in excess of those of 1907, amounting to \$3,566,493. Net earnings were \$1,721,225. The city's share was \$578,934.

The annual report of the Winnipeg Electric Railway Company showed gross earnings of \$2,206,094 compared with \$1,722,406 in 1907. Net earnings were \$1,107,222, compared with \$946,675 a year ago.*

At the annual meeting of the Northern Navigation Company of Ontario, held at Toronto, gross earnings were stated to be \$531,554, and expenses, \$428,915. Eight steamers were operated during the year. The steamer *Hamonic* will be put into commission in June, 1909, the sum of \$282,152 having been already paid on construction.

The Niagara Navigation Company reported net earnings of \$102,510, the total being slightly in excess of that of 1907.

The Trades.

Building.—Compared with the corresponding period of 1908, the building outlook was much more favourable. The number of permits issued since the beginning of the year in several of the larger cities has shown a considerable increase. Inside workers have been fairly active throughout the winter in most localities.

Metal and woodworking.—Metal workers and woodworkers employed in industrial establishments reported an increase in activity.

Printing.—The month was generally favourable for the allied trades.

*See Halifax, N. S. report for annual statement -
Halifax Tramway Co.

Clothing.—Journeymen tailors were, for the most part, dull, but garment workers, cap and glove makers, and boot and shoe workers had an active month.

Leather.—A quiet to fair month was reported.

Food and tobacco preparation.—The bread trade has been stationary, bakers having been somewhat quiet during the winter. Confectioners were becoming active on Easter orders. Small flour mills were steadily employed, but the larger mills were somewhat quiet. Cigar-makers and tobacco workers were on the whole quiet.

Miscellaneous.—The miscellaneous trades were generally quiet,

Unskilled labour.—A large number found employment at ice harvesting and snow removal, the former branch being very active owing to the late date at which operations were begun. Snow removal has afforded considerably less employment this winter than last, but the general condition of the labour market has been much more favourable than last year, and the demand upon charitable institutions, etc., was much lighter during the season of unemployment.

Canadian Trade and Revenue.

Foreign trade.—During January, 1909, the total value of imports entered for consumption was \$22,586,866, compared with \$23,084,563 in January, 1908. The total value of imports entered for consumption for the ten months ending January 31, 1909, was \$231,247,039, compared with \$301,251,524 in the corresponding period of 1908. The total value of domestic exports during January, 1909, amounted to \$15,387,322, compared with \$20,467,317 in January, 1908. The total value of domestic exports during the ten months ending January 31, 1909, amounted to \$209,970,509, compared with \$214,380,663 during the corresponding period of 1908. During the month an increase in exports of the forest and decreases in exports of the mine, the fisheries, animals and their products, agriculture and manufactures. The grand total of Canadian trade for January, 1909, was \$39,177,675, compared with \$47,996,764 in January,

1908. For the ten months ending January 31, 1909, the grand total of Canadian trade was \$468,375,847, compared with \$553,281,946 during the corresponding period of 1908.

A good market for Canadian paper was reported in China.

Imperial trade.—An opening for Canadian chair seats, made of wood, was reported in Great Britain, with an increasing demand for Canadian cheese, British Columbia apples, trimming leather and properly cured hog hair and lumber. Canadian flour and coal were in demand in the West Indies. A market for Canadian agricultural machinery was reported in Tasmania. The Canadian trade was invited to test the market in Western Australia for asbestos covered goods, rubber belting and packing, belt conveyors and accessories, belt stretchers and fasteners, filter cloths, axle grease, etc. The demand for carbide of calcium, agricultural implements and machinery in the same market was also reported good.

Domestic trade.—There was no pronounced change in wholesale trade, though dry-goods were moving more freely and groceries were somewhat more buoyant. Hardware and leather lines were quiet. No marked change is expected prior to the opening of navigation. Money was reported as coming into the banks freely, and clearing house returns continued to show an increase compared with the corresponding period of 1908. Municipal and other bonds were selling at higher prices than for some time past. Money for investments of this kind was plentiful.

At the annual meeting of the Dominion Securities Corporation statistics were presented showing that during the past year there were issued in Canada Dominion and provincial bonds to the amount of \$77,598,500; municipal bonds to the amount of \$47,433,931 and corporation bonds to the value of \$71,325,00, making a total of \$196,357,411, as compared with \$82,635,740 in 1907. Of these over 84 per cent. were disposed of in Great Britain and 12½ per cent. in Canada.

The annual meeting of La Banque Provinciale authorized the directors to in-

crease the capital by \$500,000. A favourable year was reported, six new branches having been opened. The annual report of the Standard Bank showed profits of 18 per cent. The Union Bank, of Halifax announced profits of 12.14 per cent. on capital.

Canadian revenue.—Canadian revenue for the month of January, 1909, amounted to \$6,639,053.50 compared with \$7,268,313.72 in January, 1908. For the ten months ending January 31st 1909, the total revenue was \$68,937,636.61 compared with \$81,024,272.30 in the corresponding period of 1908. The total expenditure on capital account during January, 1909, amounted to \$10,499,220.07 compared with \$2,973,533.05 in January, 1908. The total expenditure on capital account for the ten months ending January 31, 1909, was \$36,815,549.15 compared with \$22,245,499.70 during the corresponding period of 1908. The leading items of expenditure during January, 1909, were Public Works, Railways and Canals, \$10,027,182.10; bounties, \$219,197.35 and railway subsidies \$100,180.00.

Notes.

An exhibition of automobiles was held at Toronto.

A stock exchange was opened at Winnipeg, Man., being the fourth exchange to be opened in Canada.

The third annual banquet of the Guelph Co-operative Association was held during February. The mayor occupied the chair, and a number of addresses were given.

The fourth annual convention of the Ontario Retail Hardware Dealers' Association was held at Hamilton February 9-11.

Negotiations were in progress in Winnipeg, Man., looking to the purchase by the city of the street railway system and the electric and gas plants attached thereto. The gross earnings of the Winnipeg Electric Company and the street railway for 1908 were \$899,632, an increase of \$37,000 over those of 1907.

The annual convention of the Canadian Society of Civil Engineers was held at Toronto, Ont.

The annual meeting of the Ontario Association of Fairs and Exhibits was held during February.

The annual convention of the Association of Ontario Land Surveyors was held at Toronto. Papers were read dealing with Hudson Bay as a national asset, sewerage disposal systems, and various professional subjects.

An order-in-council was recently passed bringing into effect the amendment to the Railway Act of 1908 providing for the bringing of telegraph companies under the control of the Board of Railway Commissioners. Telephone companies had been previously brought under the jurisdiction of the Board.

The Vancouver Shipowners' Association was formed, February 11, and officers elected. A constitution and by-laws will be adopted at once.

A motion was discussed in the House of Commons on February 15 in favour of the establishment of a Bureau of Public Health by the Dominion, whereby present scientific knowledge might be made practically available for the suppression of preventable diseases.

The 23rd Annual Convention of the International Association of Factory Inspectors has been summoned to meet at Rochester, New York, beginning June 15. Arrangements have been made whereby the Association of Officials of Bureaus of Labour Statistics of America will hold their annual convention at the same place and time.

At the annual meeting of the Bell Telephone Company it was stated that negotiations were in progress between the Government of Saskatchewan and the Company for the purchase of the latter's lines in Saskatchewan.

The Eight-hour Day Commission appointed by the Nova Scotia government took evidence at Glace Bay, N.S., and elsewhere during the month.

The C.P.R. Company will experiment in train despatching by telephone on its western lines. Instructions have been issued for the installation of a telephone system on the main line between Winnipeg and Brandon, and it is expected that it will be in operation at an early

date. If the experiment proves satisfactory other sections will be converted.

A deputation representing transportation and municipal interests waited upon the Honourable the Premier of Ontario to ask the Government to allow the South Western Traction Company to operate cars between London and Port Stanley on Sundays.

The principle of instituting a system of grading for all positions in the civic service was adopted by the City Council of Toronto during February. ‡

The Canadian Cooperative Concern, Ltd., of Hamilton, Ont., has issued the following statement of Assets and Liabilities for the half year ended February 1, 1909:

ASSETS.

Cash on hand.....	\$ 263.34
Cash in bank (Dunnville)	423.71
Bills received.....	120.14
Accounts received.....	179.67
C.O.D. S's unpaid.....	58.50
Interest.....	7.58
Stamps.....	23.38
Fixtures.....	4,445.14
Insurance prepaid.....	336.54
Merchandise on hand.....	62,010.50
	<hr/>
	\$67,868.5

LIABILITIES.

Paid-up capital.....	\$28,609.16
Deposits.....	12,588.01
Accounts payable.....	9,803.48
Bills Payable.....	11,905.34
Bank (Hamilton).....	381.43
Balance available for interest and dividend....	4,381.08
	<hr/>
	\$67,868.50

It was announced in an extra issue of the Canada Gazette, dated February 17, that the Governor-in-Council had disallowed the Act of the British Columbia Government passed in 1908 regulating immigration into that Province. The Act in question has been passed and disallowed in several years since 1900. Under its terms an educational test would be applied to all immigrants into the Province. The Supreme Court of the Province recently held that it was unconstitutional, being ultra vires of the Province to enforce.

A fair wages' scale will in future be inserted in all contracts given out by the city of Port Arthur, Ont. For skilled labour the rate prevailing at the time

the contract is given will be paid. For unorganized labour the following schedule was adopted. Ordinary labourers, 20 cents an hour; concrete workers, 25 cents an hour; sewer labourers, 27½ cents an hour; bricklayers and masons' labourers, 25 cents an hour; plasterers' labourers, 30 cents an hour; rock blasting labourers, 30 cents an hour.

With reference to telephone construction in Saskatchewan, the Honourable the Prime Minister of the Province recently stated as follows:—

"We are proceeding somewhat differently than they did in Manitoba and Alberta. The trunk lines—the long distance lines—are being built by the provincial government. In the rural districts we encourage the formation of independent telephone companies. We send an officer to help to organize and there is no expense for incorporation. The province also furnishes the companies with the telephone poles—a big item—but, after that, the companies are supposed to look after themselves and to operate their own plants. Long distance service and the connection with long distance lines outside the province will be under government ownership and operation."

A public meeting was held at Brantford, Ont., under the auspices of the Brantford Cooperative Association for propagandist purposes. The mayor of the city presided.

The Toronto Labour Temple Company held its annual meeting during February. Receipts from all sources amounted to \$13,568.33, and the expenditure to \$11,712.13, the latter included \$4,000 paid off the principal of the first and second mortgages. The sum of \$481.50 was written off for depreciation of furniture and the company has a cash balance of \$1,856.20. No dividend was declared, as it is the wish of the shareholders to free the building from debt before paying one; it is anticipated this will be done within the next three years.

The fourth annual meeting of the Reserve Colliery Employees' Relief Fund Association was held during the closing week of January. The report of the Secretary showed that the year 1908 was less successful than the preceding year, the receipts from dues having decreased by about \$529. The expenses were also greater by \$2,697. It was decided to raise the age at which benefit payments to orphans stopped from 12 to 14 years, and the monthly payment to employees from \$2.00 to \$3.00.

The Nova Scotia Legislature was opened February 18. The Speech from

the Throne referred to the recent celebration of the 150th anniversary of the convening of the first general assembly of Nova Scotia, the first British possession to receive the boon of representative government. The output of the coal mines last year was larger than ever. The report on sub-marine coal areas by an expert, will be laid before the House this session. All branches of agriculture showed evidences of advance, but the fishing industry was less profitable last year than for some previous years. Much progress has been made in carrying out a comprehensive system of technical education. A commission engaged to inquire into the desirability of the limitation of hours for labour for workmen in industries of the province will make a preliminary report.

The second session of the twelfth legislature of Manitoba was opened on February 4th. The speech from the throne contained the following:—

"The excellent prices obtained by our hushandmen, for the fruits of the earth, have increased the wealth of the country in a marked degree. . . I am pleased to inform you that, after eleven and a half months' operation of the government telephone system, a most substantial surplus has been obtained, thereby demonstrating that the purchase of the assets of the Bell Telephone Company of Canada, by my government, was not only, a wise measure, but, from a commercial standpoint, a good business venture. The extension of the telephone system of the province has been vigorously prosecuted during the past year, and it is the intention of my government to continue its further development with all possible speed."

At the opening of the session of the Alberta Legislature on January 14, the Lieutenant Governor in the speech from the throne said: "The great problem of transportation facilities has been receiving the most anxious consideration of my Government. In the vast country to the north of us, with all its agricultural and mineral possibilities, and in the mining and wheat producing districts of the south, the province has two assets of which the value can only be guessed until they have been penetrated and traversed by railways. The south country is already tapped, but it needs and will need as time goes on, in an increasing measure, more and more arteries through which its riches can flow. The north has not at present a single line, and without a line it is impossible to measure the

vastness of its future. Several bills will be submitted for your approval authorizing my government to assist the railway development of the country. Both north and south will be found to be cared for in the bills presented. The already existing facilities in the centre of the province will be very considerably supplemented."

The Manitoba Government has announced new telephone rates to take effect from April 1, 1909, as follows:—

WINNIPEG.

2 party line, business, unlimited service.....	\$39.00
1 party line, business, and 2 cts. per outcall.....	25.00
Joint users, business, now \$25, reduced to.....	15.00
Single line, residence, unlimited service, now \$30, reduced to.....	25.00
2 party line, residence, unlimited service, now \$24, reduced to.....	18.00
1 party line, residence, and 2 cts. per outcall.....	15.00
Joint users, residence, now \$15, reduced to.....	5.00
Extension rates in residence, wall or desk, now \$12, reduced to.....	6.00

BRANDON AND PORTAGE LA PRAIRIE

2 party line, business, unlimited service.....	\$27.90
1 party line, business, and 2 cts. per outcall.....	17.50
1 party line, residence, unlimited service, now \$25, reduced to.....	20.00
2 party line, residence, unlimited service, now \$21, reduced to.....	15.00
1 party line, residence, and 2 cts., per outcall.....	12.50
Residence extension sets, desk or wall, now \$12, reduced to.....	6.00

SMALL TOWNS.

Single line, business, unlimited service, now \$24, reduced to.....	\$20.00
Single line, residence, unlimited service, now \$18, reduced to.....	15.00

FARMERS' LINES.]

Reduced present \$24 rate to.....	\$20.00
Reduced present \$30 rate to.....	25.00

It was announced in the closing week of February that the Hydro-Electric Power Commission has awarded contracts for the electrical equipment of twelve stations on the transmission lines between Niagara Falls and Toronto, and Niagara Falls and St. Thomas. The contract was awarded to the Canadian General Electric Company for about two-thirds of the total equipment, and to the Canadian Westinghouse Company for about one-third. The apparatus includes a protective system for each station. Notwithstanding this addition the cost of the equipment will be \$350,000 less than originally estimated. The installation will provide for the supply of

power to the following municipalities: Niagara Falls, Dundas, Hamilton, Toronto, Weston, Brampton, Acton, Milton, Brantford, Paris, St. Mary's, Woodstock, Ingersoll, Norwich, Guelph, Preston, Hespeler, Galt, Berlin, Waterloo, Elmira, New Hamburg, Baden, Stratford, Tilsonburg, London, St. Thomas.

On opening the first session of the thirty-sixth general assembly of Prince Edward Island on February 2, the following statements were made in the Speech from the Throne:

"The past year has been an exceptionally good one for the agriculturists, as well as for those engaged in the fisheries and all other industries, and has given many reasons for thankfulness to the Bountiful Giver of all good. The Department of Agriculture has during the past two seasons offered greater facilities for the sons of our farmers to attend the short course of instruction at the Agricultural College at Truro, and the opportunity thus afforded has been much appreciated by those who took advantage of the course.

Believing that the further extension of the telephone system throughout the rural districts would be of great advantage to the people, I am pleased to state that this question is receiving the favourable consideration of my government.

A bill to repeal the act imposing a tax on commercial travellers will be submitted to you, and it is pleasing to know that this tax which has been looked upon by some as objectionable, can now be dispensed with."

The sixth annual meeting of Stanley Mills & Company, Limited, was held during February. The attendance of employees was larger than at any previous annual meeting. Last year there were 25 per cent. more employees interested in the cooperative scheme of the company than in the previous year. During the year the capital of \$100,000 had been increased to \$500,000, fully paid up. Owing to the popular demand by the employees for preference shares, it was found necessary to increase them from 1,000 to 2,000. The president, in reviewing the past year, complimented the staff on its efficiency and loyalty and referred to the increased interest which the employees took in the cooperative idea. He also stated that the deposits in the employees' savings bank had greatly increased.*

The half-yearly meeting of the Guelph Co-operative Association, Limited, was held during February. Interesting reports were read by the various officers and a very satisfactory financial

statement was presented. The total receipts from the various departments of the store were said to be:—From the grocery department, \$12,090.07; butchery, \$7,107.33; vans, \$608.09; shoes, \$869.16; interest added to savings, \$8.56 which, with the addition of a balance of \$927.84, makes a total of \$27,07.95. The profits of the business carried out and the dividends secured for the past month are shown in the following extract from the committee's report. "It was the ambition of your committee to reach an average of \$1,000 a week or over for this half year. We are pleased to report that the sales have gone over \$1,200 some weeks, and the average has been over \$1,037, the total sales for six months have been \$26,980.17. The profits for the six months amounted to \$1,034.71, after paying the interest on loans. We recommend a dividend of 6 per cent. to shareholders and 3 per cent. to non-shareholders on their purchases. The wholesale prices of flour and beef have been high; beef is 01½c. higher than when the Society started selling meats and the retail prices are the same.

The first session of the twelfth legislature of Ontario was opened at Toronto on February 16. Reference was made in the speech from the throne to the completion of the Temiskaming and Northern Ontario Railway to the town of Cochrane, a distance of 253 miles from North Bay, and to the satisfactory earnings of the railway. The sale by the Canadian Improvement Company of its interests in the Lake Superior corporation was referred to as having enabled the Company to pay off the remainder of the remaining \$1,000,000 of its certificates guaranteed by the government of Ontario. It was mentioned as a probable result of the sale that a large amount of additional capital would be introduced into the Province to extend the industries at Sault Ste. Marie, to complete the building of the Algoma Central and Manitoulin and North Shore Railways. The subject of immigration from Great Britain was stated to have been dealt with effectively. It was stated that during the past two months upwards of 35 municipalities had voted in favour of purchasing power from the Hydro-electric

* For description of the cooperative experiments of the Company see the *Labour Gazette* for _____, page _____

commission. A measure looking to law reform will be introduced during the present session.

The report of the pork packing commission was tabled on February 18 in the Alberta legislature. It recommends that the provincial government furnish money to the farmers to construct, equip and operate a pork packing plant in the province, provided that a sufficient number of hog growers give a reasonable assurance that they can supply at least 50,000 hogs per year. The plant to be under the management of a directorate appointed by the farmers. The commissioners estimate that the cost of a plant of sufficient capacity would be within \$100,000. The estimates of architects, for a building with a capacity of 500 hogs per day, is \$26,813, and for equipment and machinery for the plant \$46,517.58, bring the total for building and plant to \$73,330.58. The report further recommended that the patrons be paid up to two-thirds of the value of the hogs at the time of delivery to the plant, the balance being paid at regular intervals, less the cost of curing and marketing, and a sum to pay the local working expenses and less 1-4 cent per pound on live weights to be applied to a fund from which the government will be paid back the amount of the original investment; after such amount is paid back the fund to be applied to paying a reasonable interest on the shares of the patrons. The report emphasizes the fact, that many of the farmers in the province are indifferent to hog raising, because of the more profitable business of raising wheat, but that farmers will suffer if mixed farming is not taken up in the near future. The report states that if a government controlled plant did no more than demonstrate that an article to suit the trade can not only be raised but cured in Alberta, it would be worth the experiment and the financial risk. It is further pointed out that Ontario plants have proved a failure because they were not controlled by authorities in whom the farmers had confidence.

A convention was held at Calgary, Alta., to discuss the question of grain shipments to Pacific Coast ports. Delegates representing the government of

British Columbia, the boards of trade of several B. C., and Alberta municipalities, as well as a number of grain growers were present. The convention passed a resolution requesting the Dominion Government to erect a terminal elevator on the Pacific coast, and failing favourable consideration provision was made for approaching the C.P. R. to undertake the work.

The annual report given out by the board of control of Ottawa, Ont., with reference to the operation of the municipal electric system in 1908 shows an increase of 140 per cent. in the number of customers since the city took over the plant and a net profit of \$17,722.29 after paying all interest and sinking fund charges. The city has now been operating the plant for 3½ years. Comparing the business done by the city in 1908 with the last year of operation by the Consumers' company, the following results are shown:

(a) The gross revenue was then \$35,207.41. It is now \$106,800.36 an increase of over 200 per cent.

(b) There was then no profit, and not even sufficient receipts to pay interest on the capital invested. There is now a net profit of \$17,722.29, after paying all interest and sinking fund.

(c) The number of customers was then 1,314. There are now 3,164, an increase of about 140 per cent.

(d) The number of incandescent lamps installed was then 28,160. There are now 61,040.

(e) There were then 30 miles of pole lines. There are now 80 miles, of which 40 are for street lighting.

(f) When the plant was purchased there were a large number of streets along which the pole lines had but few customers. These lines consequently were not paying. An energetic canvass resulted in changing all this, and now the city has customers along all these streets, and its pole lines are fully loaded with the exception of those in one small district.

(g) Although the capital invested has been increased only about 60 per cent. (from \$200,000 to \$330,000), the revenue derived has been increased over 200 per cent.

(h) Whilst the revenue has increased over 200 per cent., the expenditure for maintenance and operation has increased only about 110 per cent.

(i) The percentage of cost of maintenance of operation (exclusive of power) to revenue was 51 per cent. in the last year of operation by the Consumers Company. It is now 35 3-4 per cent.

(j) Before the Consumers company began to do business the rates were: 15c. per K.W. hour for light, \$40 and upwards per horse power for power, \$65 per arc lamp for lighting the streets. They are now: 7 1-5 cents per K.W. hour for light, \$25 per horse power for power, \$45 per arc lamp for lighting the streets.

At a meeting of the Ministerial Alliance of London, Ont., held during February a Committee was appointed to confer with the Board of Trade, and the Labour organizations of the city to consider the advisability of forming a civic federation

in London. The Board of Trade subsequently appointed two representatives to confer with the Committee of the Ministerial Alliance.

II.—REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N. S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market showed a slight improvement during February, although general activity did not prevail. The iron and steel trade was active, and the steel works at Sydney and Sydney mines had a busy month. The coal industry was more active than in January, but at some of the Dominion collieries there was much loss of time and a number of idle men.

Nearly all departments of the Sydney steel works were fully employed, and the company report sufficient orders to insure continued activity for some time to come. It is stated that there will be further extension of some of the departments of these works. The Judicial Committee of the Privy Council handed down its decision in the steel-coal case, which was in favour of the steel company.

The N. S. steel works had a successful month. All departments were operated to the fullest capacity. During February last year the plant was partially closed, and a large number of men were idle.

The collieries of the N. S. Steel Co., apart from No. 2 and 4, worked steadily, and fairly large outputs were obtained. Prospects for the summer are good.

The output of the Dominion collieries for January was 196,000 tons, against 346,000 in January, 1908. The February output also showed a large decrease compared with February of last year. Coal is being banked at International colliery, and also at the banking station near Dom. No. 2 Inverness colliery had some slack time, but is again active. Port Hood colliery had a busy month.

While Mabou colliery was idle owing to financial difficulties, a break occurred in the strata, letting in the sea at the rate of about 1,000 gallons per minute. Unable to cope with this stream, the pumps and rails were taken out and the mine abandoned for the present. The local government of Nova Scotia had kept about thirty-five men employed keeping the mine free from water and in repair, but as soon as this inrush of water occurred, and the future of the mine seemed hopeless, these men were discharged. As there is an underlying seam of about fifty feet in thickness, the areas may be reopened at some other point.

The factories, foundries and other works of this district are working quietly and keeping up their organization. Transportation by rail continues to be very light. The absence of heavy snowstorms has been favourable to railroading and tramway work.

The building trades were quiet as was most of outdoor work. The wholesale and retail trades were quiet. The wood-working, clothing and transport branches were quiet, with other skilled employees active.

The commission on the eight-hour day took evidence in Sydney, Glace Bay and North Sydney. The lodges of the Provincial Workmen's Association appointed delegates to go before the commission and give evidence.

The Grand Council of the Provincial Workmen's Association held a special meeting in Sydney. The most important matters before the Association was the appointment of organizers, and the drawing up of resolutions re United Mine Workers, and also the passing of a resolution drawing the attention of the Federal Government to the question of the further protection of the coal trade in Canada.

HALIFAX, N. S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market has been about the same as generally prevails at this time of year—dull. Weather would not permit of building operations. There were but few snow-falls, which also tended to make a scarcity of work. But prospects for the coming season are bright, as besides the completion of some large undertakings begun in 1908, there are several new buildings, alterations, extensions, etc., in contemplation.

As compared with 1907, the building returns for 1908 are:—

	1907.	Valuation
Permits for new buildings, 119.....		\$459,176
" alterations, 378.....		167,427
Total.....		\$626,603
	1908—	Valuation
Permits for new buildings, 174		\$611,855
" alterations, 465.....		246,016
Total.....		\$857,871

Or an increase in 1908 over 1907 of \$231,268 in valuation on both building and repairing permits issued.

Last year and in previous years, complaint was made by farmers throughout the province about the difficulty of obtaining farm hands. The Provincial Department of Industries and Immigration has taken up the matter, and is endeavouring to mitigate the evil. The farmers have been notified that applications for help may be made to the Secretary of the Department, A. S. Barnstead, Halifax, where information can be obtained, said applications to be in as early as possible.

The Union Bank of Halifax has declared a dividend of 2 per cent. for quarter ending January 31, at rate of 8 per cent. for the year. The bank has declared a dividend at the rate of 12 per cent per annum for the quarter ending March 31.

The following shows number of tons of freight sent out from the government piers (deep water) in 1908:—

	Tons.
January.....	8,112
February.....	8,368
March.....	9,272
April.....	8,892
May.....	4,617
June.....	4,274
July.....	2,372
August.....	2,610
September.....	2,300
October.....	2,836
November.....	2,574
December.....	5,198
Total.....	61,425

The Nova Scotia Farmers' Association held its annual session in Digby, N.S. January 25-27. The association has a membership of 1,695, made up as follows: Annapolis, 202; Antigonish, 125; Cape Breton, 186; Cumberland, 86; Digby, 111; Kings, 339; Lunenburg, 81; Pictou, 193; Queens, 100; Yarmouth, 301. The annual report spoke of the prosperity of the year, the splendid fruit crop, and the success of Nova Scotia's fruit exhibit in London, Eng. when gold medals were awarded to fourteen individual competitors from this province. The report spoke highly of Prof. Cumming, of the agricultural school, for his prompt action in offsetting the scourge of the brown tail moth, and his work generally. The labour question was considered, and the discussion was taken in part by a representative of the Salvation Army Labour Bureau. The following resolutions were passed:—

That the farmers adopt a ten-hour day.

Favouring a more loyal support to provincial exhibitions; that the Dominion government be asked to appoint an inspector for making an analysis of feed, fertilizers, etc.; that special efforts be made to improve trade relations with Germany in view of our exportations of fruit to that country.

The 13th annual meeting of the Halifax Electric Tramway Co. was held Feb. 2. The report for the past year showed a net increase in earnings of \$13,937.00. The percentage of operating expenses was 55.29, as compared with 56.54 in 1907. The total receipts were \$424,618,-

75—\$184,046.89 for passenger receipts, and \$182,436.06 for light and power earnings, \$57,145.19 gas earnings, \$989.61 sundry earnings. Dividends of \$60,750 were paid in three installments, which, with interest and renewals, leaves a balance of \$360,464.44, a net gain of \$60,138.14. During 1908, 4,162,892 passengers were carried, as against 3,928,892 in 1907. In 1899, the number of passengers carried was 2,616,231.

The amount of taxes levied for civic expenses in Halifax in 1876-7 was \$229,351.49. The increase since that time—a quarter of a century ago—shows the expansion of real estate, etc., The figures are shown by intervals of five years up to present time:—

	Tax.	Voted for schools
1876-7.....	\$229,351.49	\$65,221.50
1881-2.....	232,961.98	65,773.00
1886-7.....	224,104.18	68,600.00
1891-2.....	314,444.45	84,000.00
1896-7.....	354,261.75	90,000.00
1900-1.....	397,289.08	96,800.00
1906-7.....	434,987.00	125,000.00
1909-10.....	530,477.00	159,806.00

The first column shows the whole amount levied, and the second column the amount voted each year for the support of public schools.

The Board of Trade of this city has been communicated with regarding several industries which may locate their factories in Halifax.

The technical school, established by the Provincial government, is doing much good work in the Halifax branch. About two-thirds of last year's pupils are back this year. Four advanced classes are being taught—building construction, advanced electricity, advanced chemistry and machine drawing. The electrical laboratory, with electrical machinery and electrical measuring apparatus, have been installed, and both practical and theoretical tuition are being imparted. A new departure this year has been the establishing of a class of pharmaceutical chemistry, and a lecturer on pharmacy has been secured. At a meeting of the committee of management of the school on February 17, most satisfactory reports were made.

It is intended to instruct young girls in dressmaking and domestic science.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Fishing has been about the same as last month, small catches being taken by local fishermen on account of unfavourable weather.

Lumbering, manufacturing and mining have been about up to the average for the time of year.

Railroad construction and employment. There was no railroad under construction. Carmen had a fair month; railway station clerks were well employed.

CONDITION OF PARTICULAR TRADES.

The building trades experienced a dull month, there being but few bricklayers, masons, lathers, and carpenters employed. Plumbers were not as active as in January. Stonecutters were dull, only about six being employed. Electrical workers were duller than in January. Blacksmiths (horseshoers) had a fair month. Ships' caulkers were dull, and boilermakers were quiet. Printers and pressmen had a good month. Tailors (custom and ready-made) were dull, the former particularly so. Freight-handlers had a fair month. There were about 55 per cent. of the local longshoremen employed. Unskilled labour was dull. Ice cutters and drivers had a good month, a good crop being taken and stored, the quantity being about the same as last year.

DISTRICT NOTES.

A despatch from *Paradise, Annapolis Co.* says: "Quotations for Nova Scotia apples are unusually good; increased shipments are being sent to Quebec; an almost entirely new market has been opened in Scotland; old country prices have averaged \$3.50 per barrel. One lot (4,000 barrels) sold at \$4.00 per barrel, f.o.b. at Bridgetown. One firm alone has handled over 60,000 barrels."

WESTVILLE, N. S., AND DISTRICT.

Mr. Tom Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET,

Work at the several collieries was fairly steady. The output showed a slight decrease over the corresponding period of 1908, the Intercolonial Coal Company shipping about 5,000 tons less and the Acadia Coal Company some 4,500 tons less, while the Cumberland Coal Company showed a slight increase. The slopes at the main seam of the Drummond colliery were down a distance of 7,850 feet. The supply of labour in this district exceeded the demand.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were quiet, winter weather prevailing. Produce of the farm found ready sale at good prices.

Lumbering.—Active conditions existed, especially in the supply of timber for mines.

CONDITION OF PARTICULAR TRADES.

Plumbers were fairly well employed, but the other branches of the building trades were quiet. Blacksmiths had a fair month, also jewellers and watch-makers. A fair month was reported in the clothing and miscellaneous trades, while food and tobacco preparation workers were busy. Railway employees were active, and street railway employees had a good month. There was no demand for unskilled labour.

AMHERST, N. S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market shows signs of steady improvement. There are more than four hundred men at work this month who were idle in Janu-

ary. One firm, the Robb Engineering Co., is now working five days a week, against four in the previous month. The other industries are all working full time.

The Amherst Boot and Shoe Company held its annual meeting early in February, and showed an output of \$800,000 during the year. The jobbing business showed a slight decrease, but the manufacturing a heavy advance. The company reported not an idle day in the year; for a portion of the time a night shift had to be maintained.

The passenger shed of the Rhodes Curry Co., destroyed by fire last fall, is now completed, and its opening gave employment to a large number of car workers, mainly skilled mechanics.

The wholesale trade was fairly good, but retailers on the whole complain of a scarcity of money and small sales.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Climatic conditions always make February a quiet month, but farm produce remains high, the market is abundant, and as hay and other food stuffs for cattle is plentiful, the prospects are for a good winter.

Fishing.—The smelt fishing has closed. Catches were well up to the average.

Lumbering.—Prices have decidedly improved during the past few weeks. The small dealers, encouraged by the upward tendency of the market, have started cutting, giving employment to a limited number of men. The result will be to put money more freely into circulation. In this province, nearly every farmer does some lumbering, and it looked, earlier in the season, as if no market could be secured, but the improvement is now very apparent.

Manufacturing has been fairly active, and is now almost normal.

Mining.—The coal mines, on the whole, have been quiet during the month. Coal shipments have been slack, and probably will continue so for some weeks. The exception to the rule is the Joggins mine, where the output has been materially increased during the month.

CONDITION OF PARTICULAR TRADES.

The building trades were quiet. Iron moulders in nearly all industries were working full time; some, however, were only working four and five days a week. There was no demand for more workmen. Machinists were fairly well employed, but there was no extra demand for help. Stove mounters were decidedly dull, with blacksmiths fairly busy. Woodworkers were busy. Car builders reported a great improvement over the previous month. Pattern makers were fairly busy. Plumbers reported a number out of work, business being dull. Journeymen tailors reported the usual number employed. Boot and shoe workers were very busy all the month. Butchers and meat cutters reported a good month. The leather trades were active. A number of labourers were out of work, and probably will remain so for the next two months.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during February, differed little from that of January, the supply being slightly in excess of the demand. Outside building operations were practically at a standstill, but indoor work was carried on about as usual. The weather was comparatively mild, and favourable for the farmers in getting their mussel-mud dug, fence rails cut, etc. The period of sales closed with the opening of the month, causing a return to normal conditions in dry goods circles. Bankers and merchants reported an average month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to the good crops of the previous year, fodder was abundant and beef and milk cattle were in good condition. The supply of milk was considerably larger than the same month last year, and a larger quantity of butter

was made than usual. The annual meeting of the Dairy Association was held in the latter part of the month. The report showed that the milk supply for the year showed an increase of over three million pounds over 1907. Emigration from the province had its effect upon the dairy industry by lessening the labour supply, but a more favourable report in this respect, is expected next year.

Fishing.—The season for smelts and eels closed the middle of the month, and fishing operations are therefore at a standstill, but preparations for the opening of the spring season for lobsters, herring, etc., are giving employment to a large number of men.

Manufacturing.—The few factories throughout the province were carried on under normal conditions.

Mining.—The boring for minerals at Earnscliffe in the Southern part of the Island has been suspended temporarily on account of the contractor meeting with unexpected difficulties in the second hole. An officer of the Dominion Department of Mines, has been making an investigation and it is expected that operations will shortly be resumed.

Railroad construction and employment.—Very little construction work was carried on during the month, and the situation with respect to regular employment showed no change from January. The winter time-table is still in force.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons lathers and plasterers and builders' labourers had a dull month, but carpenters and joiners, painters, plumbers, gas and steam fitters and stone cutters, were active. Other skilled trades were generally active. There was a fair demand for unskilled labour.

MONCTON, N.B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during February showed but little change

from that of the preceding month and was about the same as during the corresponding season of last year. The demand for labour was not great, and consequently was overbalanced by the supply, though to no very great extent. Considerable building was in progress and local industries were nearly all in operation, affording fairly steady employment for resident labour. Commencing with March 1st, the 10 hour day system will again go into force in the Mechanical Department of the I.C.R., instead of the 3-hour per day in force since January 1st. About 2,000 employees are affected. Towards the end of February more active conditions developed upon the I.C.R., in the movement of freight and trains and crews were more in requisition. Builders are sanguine as to the outlook for the coming season, and retail and wholesale trade which have both been quiet show signs of expansion. On February 15th the Bank of Montreal moved into its new building. A branch of the Royal Bank of Canada has been opened at Jacquet River, Gloucester County. A disastrous fire occurred on the 17th inst. at Bucouche where a business block was destroyed, loss \$40,000, and at Bathurst, 3rd inst., where \$25,000 damage was done to commercial concerns. The customs' receipts for January at the Port of Moncton show a value of \$27,878 and duty amounts to \$4,379 as compared with value \$47,387 and duty \$8,686 for January, 1908. No changes in hours of labour or rates of wages have been noticed and the relations of employers and employees appear satisfactory.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Quiet conditions prevail among farmers, the care of stock and setting out of wood and poles furnishing the chief work. Hay is plentiful and at moderate price. Produce of all other kinds is in good demand at firm prices.

Fishing.—The smelt season closed February 15th. Catches at Richibucto and other North Shore points were far below average.

Lumbering.—But little lumbering is done in this immediate vicinity.

Manufacturing.—Local manufactories were all running, though some were partially closed for repairs extensions, etc.

Mining.—The Gypsum trade at Hillsboro is reviving. The Maritime Oil Fields Co., Limited, has secured a working option from the New Brunswick Petroleum Co. for the development of its areas covering a period of six years. A minimum of \$50,000 is to be expended during the first two years and if oil in commercial quantity and quality be found the company has the option to purchase at \$750,000.

Railway construction and employment. About 3,000 men and 600 horses are employed at present on G.T.P. construction. Rails are laid to Canaan River, 21 miles west from Moncton and 10 miles more from Chipman east. A steel bridge over Canaan River is being placed. Lake Nappadogan, 118 miles west of Moncton, has been selected as the divisional point and preparations are being made for the erection of machine shops, round house, etc.

CONDITION OF PARTICULAR TRADES.

Considerable activity prevailed in the building trades. Two theatres are in course of construction. Paper hangers and decorators are becoming active. Plumbers were steady and builders' labourers quiet. Iron moulders, iron workers and helpers were steady, with machinists and engineers active. Electrical workers and linemen were busy and blacksmiths and horseshoers active. Factory hands in woodworking establishments were active, with upholsters, varnishers and car builders fairly busy. Barrel factory employees were active. Active conditions prevailed in the various branches of the printing trades. In the clothing trades, conditions were normal, and about on a par with February, 1908. Bakers were active, butchers fair and ice cutters busy. Barbers, clerks, stenographers and delivery employees were fairly busy. Hotel, restaurant and theatre employees were slack, with laundry workers active. The slackness prevalent in railway circles caused a smaller demand for railway

crews and in some cases the setting back of the men. Towards the end of the month conditions somewhat improved. Carters, teamsters and express men were fairly well employed. Unskilled labour reported quiet conditions, the supply exceeding demand. The percentage of unemployed men in the city, however, is not large and cases of destitution and demands for assistance were few.

ST. JOHN, N.B., AND DISTRICT.

W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was an improvement in the labour market during February. The heavy fall of snow on the 16th gave employment to all of those who were willing to work, besides employing all available teams. Building operations were practically at a standstill.

A factory for the manufacture of art glass and of bevelled plate mirrors has been added to Murray & Gregory's mill plant. A new building, 80x40 feet, two stories high, has been built for the purpose.

The report of the building inspector shows that 101 permits were issued during the year for work costing \$270,150. Permits for wooden buildings numbered 87, at a cost of \$159,900, and for brick 14, at a cost of \$110,250. In 1907, there were three more permits issued, and the buildings were more expensive. Of the building 62 were dwellings, 5 factories, 2 churches, 6 warehouses, 4 stores and 1 foundry.

Up to the 27th of February there were filed at the Custom House cargoes for 57 steamships in connection with the winter port business. These steamers took away Canadian goods valued at \$8,618,366, and foreign goods valued at \$3,594,641, making a total of \$12,213,007. The grain carried by these vessels was 3,703,660 bushels; they also took 228,381 sacks of flour, 43,948 boxes of cheese, and 13,099 head of cattle. Compared

with last year, there is a gain of \$122,000 in shipments.

The transactions at the Savings' Bank during January were: Deposits, \$46,990.23, withdrawals, \$58,873.50, showing that \$11,883.27 more had been withdrawn than were deposited.

Bank clearings for the four weeks ending February 25th were \$4,679,117, and for the corresponding period last year \$4,331,101, being \$348,016 greater in 1909 than in 1908, and \$1,995,788 less than for the five weeks ending January 28 of the current year.

For the four weeks ending February 19, the city cashier paid out the sum of \$15,149.67 to the officials and workmen employed by the city, as follows: Ferry, \$1,437.60; police, \$2,692.00; market, \$198.20; public works, \$4,132.26; fire and salvage corps, \$1,894.14; officials, \$2,949.90; water and sewerage, \$1,845.57.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Reports from up-river logging districts state that the winter has been an excellent one for lumbering. Yarding operations are finished, and the work of hauling has commenced. Lumbermen have got out the full quantities called for by their contracts, and in some cases the quantities have exceeded that called for.

Agriculture.—Advices of February 22 from Hartland, Carleton County, give the following quotations: Potatoes, \$1.10, an advance of 20 cents; hay, \$8.50 to \$9.00; oats scarce, 45 to 50 cents; eggs, 25 cents a dozen; fresh eggs, 40 cents.

CONDITION OF PARTICULAR TRADES.

The building trades were dull, but metal-workers and woodworkers were active. Shingle weavers were dull. Printers, bookbinders, bakers and cigar-makers were active, with tailors, broom-makers, railway employees and transport workers busy. Unskilled labour was active for part of the month on snow removal.

DISTRICT NOTES.

Chipman.—Six hundred men are engaged on the Transcontinental Railway within twelve miles of this village. Produce is in demand, and prices are as high as in St. John, butter selling at 30 cents a pound. Fire destroyed a warehouse belonging to the King Lumber Company at this place February 21. It contained hay, cement, and other articles.

Fredericton.—At a conference between members of the 9-hour committee of mechanics of the city and representatives of the J. C. Risteen Company, Limited, held February 10, it was announced that the Risteen woodworking factory would become a 10-hour shop on the first of March.

NEWCASTLE N.B., AND DISTRICT.

Mr. James Falconer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were quiet as the month was cold. Very little work was done on building, but mill men will soon be getting their sawmills ready for spring work. It has been a good winter for getting out lumber as the snow has not been very deep. Most of the men are coming out for the season, and a number will be idle until lumber driving begins about the first of April. Everything points to a much improved summer in the lumber trade, especially in laths and shingles.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There was not much activity, except in getting beef cattle fattened for the spring market. Newcastle always has a good market for fat cattle.

Fishing.—Smelt fishing is over for the season. The catch has not been nearly so good as the last two seasons.

Lumbering.—The pulp and paper mill erected in Derby is now completed and is making paper. The company has about one hundred men employed.

CONDITION OF PARTICULAR TRADES.

The building trade is very quiet as yet, but carpenters will be busy in a short time. Painters, decorators and paper hangers will be busy now for some time as the coming three months is their busy season. Stone cutters are expecting a good season; already a quantity of stone is being shipped to Montreal and other cities. Horseshoers have had a good winter as rain has kept the roads icy. Carriage and wagon makers are now busy on repairs. Tailors report spring orders coming in. Ice cutters are storing up great quantities of pure, clear ice. Unskilled labourers are far in excess of demand, and will be so for five or six weeks.

QUEBEC, QUE., AND DISTRICT.

Messrs. Edward Little and P. J. Jobin, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month was very quiet, though the shoe factories and corset factories were busy, working overtime. The leather trades were also busy, and there was an increased output at the cotton factory, though the latter was not yet running to full capacity. The building trades were very slack, but the numerous snow storms gave unskilled labour plenty of work.

The dispute in the shoe trade between the lasters and the John Ritchie Company, Limited, was amicably adjusted under the Lemieux Act during the month.

The month of February in Quebec is the house renting season. Rents this year have shown a sharp advance. An increase in the school taxes of 2 per cent. is cited as a cause, but the chief cause is the shortage in the supply of dwellings. For a workingman's dwelling of from 3 to 5 rooms a rental of about \$3.00 per room per month is charged.

Ice harvesters were very busy, owing to the lateness at which the season opened.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy getting out firewood and lumber.

Lumbering and Railway Construction.—Operations were somewhat hampered by the heavy snowfall.

CONDITION OF PARTICULAR TRADES.

The building trades were dull, but electrical workers and linemen were busy. Other branches of the metal trades were quiet. The printing trades were active. In the clothing trades, tailors were quiet, but boot and shoe workers were busy. Cigar makers were active. The leather trades were busy. Miscellaneous employees were quiet, but railway employees had a busy month, with teamsters active, and street railway employees and cab drivers dull. Unskilled labour was dull, the supply of snow-shovellers exceeding the demand.

SHERBROOKE, QUE., AND DISTRICT.

Mr. Henry Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during February were about the same as in the previous month. The various industries were running full time, and business is picking up as the season advances. The Rand Drill Company has orders ahead that will keep the shops going for a few months. Extra men are being added to the staff at the Fairbank shops. The demand for all classes of labour is better, and the number of idle men has been considerably reduced. The city council is now negotiating with several concerns with a view to locating here. A deputation of American capitalists were in town towards the end of the month looking over the ground for a site. Seven acres of land will be required, and the output will be bridge material. Other manufacturing concerns for the city are also being talked of. It is expected that the carpet company will soon start up as negotiations are now underway for its re-organization.

The wholesale trade is active and its retail trade has been busy.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work on the farm is practically at a standstill, but many farmers are already on the lookout for help. Farmers say there will be a dearth of help this season owing to the Dominion Government having discontinued the immigration work for the Eastern Townships. From special investigation it is shown that the class of help, secured by the governments' agent in England, has, in the majority of cases, turned out well, and the feeling is that the work should be continued.

Lumbering.—During the month a better tone was developed in the pulpwood market, and as a result the price is firmer.

Manufacturing.—Manufacturing concerns are running full time, and at the Paton Mills there is a demand for experienced help.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, stone cutters and carpenters were quiet. Plumbers, paperhangers, and painters were active. Machinists, moulders and metal workers were active. Blacksmiths, horse shoers, and jewellery workers were busy. Woodworkers, upholsterers and carriage makers were busy. Pattern makers were quiet. The printing trades were busy. Journeymen tailors and garment workers were active. Bakers and confectioners were busy; butchers quiet and cigar makers and icemen active. The miscellaneous trades were busy, with the exception of laundry workers, which were quiet. Railway employees, that is those employed in running trains, have been quiet. There were very few unskilled labourers idle.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during the greater part of February was

not satisfactory, although the heavy snowfall gave work to a number of men. At the same time the month showed an improvement over the preceding month. The construction of several large buildings is still going on and gives work to a number of men who were idle during the same season in previous years. All factories are running steadily and business has improved during the last part of the month. There was no exceptional activity in any trade compared with the same month in previous year except in the construction trades. It is understood that the Bank of Montreal is to open a branch office in this City on or before the first of May next. Wholesale and retail trade which have been rather dull for some months have become more active. No change in wages occurred except for common labour which can be hired at a small reduction over previous months. Good relations prevailed between employers and employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are still getting good prices for their farm products.

Lumbering.—All lumber mill owners have about the same number of men as previous years in the bush, cutting logs and piling them.

Manufacturing.—Conditions were more active. Sash and door factories have been very busy. The new cotton factory kept all hands busy the whole month, running full time.

Mining and railroad construction have been very quiet.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were moderately employed, but carpenters, lathers and plasterers had more to do. Painters, decorators and paper hangers were fairly employed. Plumbers, gas and steam fitters were very busy. The metal engineering and ship building trades were quiet except blacksmiths who were fairly busy and sheet metal workers who had plenty to do also woodworkers. Carriage and wagon makers were fairly employed and all good carpenters

in general could find employment. The printing and allied trades were quiet this month, but the clothing trades were fairly active, glove makers especially. Bakers and confectioners, butchers and meat cutters, ice cutter and drivers, cigar makers and tobacco workers, all reported a good month. Leather trades were quiet. Barbers were fairly employed. Clerks, stenographers, delivery employees and furriers were not very active, but hotel and restaurant employees were well employed and laundry workers had a good month. Transportation employees were not very active; several snow storms delayed freight trains and the delivery service was very slow.

Railroad employees reported a medium month, also cab drivers, hackmen and carters, teamsters and expressmen.

Unskilled labour was partly employed, but there was still a limited number without work.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during February was satisfactory. The building trades were quiet, but showed signs of improvement. Sash and door factories were extremely active. Boot and shoe factories had a good month, extra work being necessary. In the leather trades and in the boot and shoe furnishing factories activity prevailed. The quietness reported last month in the musical instrument factories was not of long duration, as conditions improved greatly after the opening of February. Iron working establishments, corset, underwear and clothing factories were busy. The Eastern Clothing Company changed its name to Poirier and Amyot. Work on the new Catholic church will soon be resumed and a number of skilled hands will find employment. Stonecutters employed on this job had work

all winter. Work on the new Grand Trunk Railway bridge proceeded rapidly, a large gang of men being employed. The Dominion government granted two contracts; one for the construction of a new roof on the post office, and the other for the painting of the interior. These works will have to be completed on March 1st next. The municipal corporation had a number of men at work snow shovelling. The city council sent a deputation to interview the provincial government in connection with the offer of \$60,000 to purchase the toll bridges on the Yamaska River opposite the city. According to information received the town of St. Hyacinthe had three months within which to accept or refuse the offer. Reports from business men were generally favourable, an improvement being observed in the spring trade, although caution characterized purchases. Retail trade improved with the improving weather. Collections were fairly regular. Country trade was active.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions in this industry were very satisfactory during February, products selling well. Eggs were selling at from 40 to 45 cents per dozen. Work on the farms was abundant, but the supply of farm hands was equal to the demand.

CONDITION OF PARTICULAR TRADES.

Plumbers and gas and steamfitters were well employed, but the other building trades were only fairly active. The metal trades had a busy month, as also had woodworkers. The printing, the clothing, food and tobacco preparation, leather, miscellaneous and transport trades had an active month. Unskilled labour was fairly well employed.

DISTRICT NOTES.

Sorel.—Since the installation of a water works system at the village of St. Joseph de Sorel, 35 new families have gone to reside there; the price of real estate has increased and many new

buildings were being erected. The municipal corporation was having sewerage work done for the court house and other important buildings. Work on repairing the dredges of the Department of Marine was progressing rapidly, over 700 men been employed there and at other work in the shipyard.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during February improved as compared with the preceding month, the carnival having given employment to the different branches, especially in hotels, there being a large number of tourists here. Activity is reviving among various industrial establishments. Wall paper factories were very busy preparing for the spring trade; an increased number of employees were taken on. Building operations were more active in February than in the preceding month, especially in St. Louis de Mile End, Maisonneuve and de Lorimier.

CONDITION OF PARTICULAR TRADES.

In the building, metal woodworking, printing and allied trades activity prevailed. Journeymen tailors and garment workers were very dull, but boot and shoe workers were active. Ice handlers and drivers were busy harvesting the ice crop, but cigarmakers were quiet. The leather miscellaneous and transport trades were active. Dullness prevailed among unskilled labourers.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was fairly well employed during the month of February. Rubber

manufacturers, and especially the Canadian Rubber Company, were actively engaged working full time preparing their spring goods. The oilcloth factory was active, as was also the wall paper factories.

CONDITION OF PARTICULAR TRADES.

While quietness prevailed in the building trades, iron moulders, iron workers, coremakers, machinists, engineers and metal polishers have had a good month, and horseshoers were active. The other branches of the metal trades were quiet. All the woodworking trades employed in connection with car construction for the Grand Trunk and the Canadian Pacific railways were well employed. Coopers had a good month. Activity was reported in the printing trades. Boot and shoe workers had a good month, but the other clothing trades were dull. Ice cutters and drivers had an active month. Bakers, confectioners, butchers, cigar-makers and tobacco workers had a good month. The miscellaneous trades were generally active. Steamboatmen, ship labourers, cab drivers, teamsters and expressmen were quiet, but street railway employees were active. Unskilled labour had a quiet month.

HULL, QUE., AND DISTRICT.

Mr. Rodolphe Laferrière, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

What would otherwise have been an exceptionally busy month in the labour market, on account of more favourable conditions at the Chaudière, turned out to be a normal month only, owing to the breaking up of several camps on the Coulonge river, and to the laying off of hundreds of men in Hull for the usual annual repairs to shops, etc. The situation was no worse than last month, but it has not improved as was expected. A much brighter situation, however, is in prospect.

The International Portland Cement Co.'s plant is undergoing the usual re-

pairs, and as a consequence, about 175 men were laid off about three weeks ago. They will be taken on again in a couple of weeks. In the meanwhile, the oldest hands are kept on, with a squad of machinists, about 50 men all told, working on the repairs. It is also alleged that the company is overtsocked, but that has nothing to do with this suspension of operations, which is customary after every 365 days and nights of uninterrupted grinding and cooking of cement. This lull means about \$12,000 of a loss to the men.

The Matthews Pork Packing Co. curtailed operations somewhat during the month, laying off about twenty or twenty-five general hands, pending usual repairs. Work will be resumed in full in a couple of weeks. The loss to the working community of Hull is about \$800.

Several of J. R. Booth's camps on the Coulonge river closed operations last week, and teams and men are coming down, increasing by about one hundred men the army of perhaps five hundred men who were already idle in Hull. Twenty-four teams came down recently, and will remain idle till spring sets in. This is rather early, but the lumber market has been going through a decline in the past two seasons, and is not likely to pick up.

Grocers say that each month shows a decrease in revenue, without, however, a proportionate decrease in the bulk of trade. That is, workmen are adding to their grocery bills pending the starting of the mills. No cases of distress were reported by the charities of the city. There are no more needy ones now than last year, or the year before, in Hull.

Henceforth the E. B. Eddy Co. will have all the supply of water power required for its plant. All of the shops, except the sawmill, are now running full capacity, and the plant is pressed by orders. Some 150 men which had been laid off more or less regularly since last fall, were taken on for good, and soon there will be no sign of the last few months depression. No pulp made outside is used, the home-grinders providing all that is necessary for consumption in the Hull mills. The same state of affairs

has been prevailing at Booth's, where a good many Hull workmen have again secured employment.

In two weeks, when the International Portland Cement Co., the Matthews Co., the Eddy Co. and J. R. Booth have taken on all their men, there will be very few people idle in Hull.

A new industry, a tooth-pick mill, operated by the Hull Woodenware Co., Ltd., was started in February. The company is capitalized at \$40,000. Six hands are already employed, and the expectation is to produce about one billion toothpicks a year, or about 3,000,000 per day, which represents a total of 6,300 boxes per day, at an outlay of \$58.75.

Fortin & Gravelle, having signed a contract for the construction of a section of the National Transcontinental, have sent up about a score of Hull men, mostly foremen and clerks, to start operations above Abitibi lake. Foreigners will be hired for the rough labour.

A large amount of cordwood is coming down from the bush adjoining the city. As wood is selling very high, the market is profitable to both producers and dealers. It is hard to make an approximate calculation of the number of men employed at this business in the bush, but it may be estimated that there are several hundreds. The country sawmills are also busy as their winter production finds its way to the city lumber yards. Prices are very high.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Employment during February increased considerably at the Chaudiere, owing to improved water power. The new concrete dam is advanced sufficiently to regulate the flow of water to a limited extent. J. R. Booth's pulp mill, which lay idle at various times since last August, is now able to run at two-thirds of its capacity day and night. Booth's paper

mill and sulphite factory are running almost full time, and with building operations for a new power station in progress. Mr. Booth is employing in Ottawa altogether 600 men. His staff is larger than a year ago. Less money has been expended on snow shovelling, the total fall to date being only 80 inches. The heaviest precipitation of the year came on February 14, when 500 men were given work for a few days. It is estimated that not more than \$25,000 has been spent by the city and Electric Railway Company for snow cleaning so far this season, compared with \$40,000 a year ago. The civic corporation abandoned its scheme for giving work to the unemployed breaking stone, but is supplying other work wherever possible. The Grand Trunk Railway Company has applied to the government for a title to land on Major's Hill Park, which it acquired for a hotel and expects to start work on a hotel and station in the spring employing a few hundred men. There appears to be exceptional activity in construction and carriage repairing. The car company, at the end of the month shipped two street cars to Halifax, and turned out four for the Ottawa Electric Railway Company. It has just received an order for eight electric cars for the Calgary Municipal Street Car System, and has to build eight more for Ottawa before spring. A \$300,000 apartment house is proposed to be built in the city by the Imperial Realty Co.

At the annual meeting of the Ottawa Electric Railway Company on February 1 gross earnings for the year 1908 were reported to be \$616,229, an increase of \$41,950 over the previous year. The increase was the largest of any street railway company in Canada. Net earnings for the year were \$199,439, and a dividend of 12 per cent. was paid. The number of passengers carried was 13,711,000, an increase of over a million in a year. At the annual meeting of the Ottawa Dairy Company, an increase of \$70,000 in the year's business was reported, and the payment of annual dividend of seven per cent. on preferred and eight per cent. on common stock was confirmed. A dividend of ten per

cent. was reported at the annual meeting of the Bank of Ottawa this month.

The operations of the municipal electric system of Ottawa for 1908 showed a profit of \$17,722 for the year. The business increased 140 per cent. since it was purchased from the Consumers' Electric Company in 1905. The customers last year increased from 2,680 to 3,164. A summary of business shows that the percentage of cost of maintenance and operation (exclusive of power) to revenue was decreased last year from 43½ per cent. to 35 3-4. Although the capital investment was increased only from \$200,000 to \$330,000, the revenue increased 200 per cent. The expenditure increased only 110 per cent.

A concert in aid of the poor of the city realized \$1,000, and over \$2,000 more was contributed by the public to a relief fund, J. R. Booth, the lumber manufacturer, giving \$500. At a public meeting held afterwards to devise means for distributing the aid, the city charity officer announced that \$700 would be enough to meet all ordinary demands on behalf of the poor. The mayor and other citizens expressed regret that so much publicity had been given the alleged poverty in the city, and said the council would willingly have voted a grant if required.

The city council, on February 15, decided to purchase a five-acre property in the western suburbs for \$75,000, on which philanthropic citizens will build a tuberculosis hospital at a cost of \$50,000.

The Allied Trades and Labour Association of Ottawa passed a resolution calling on the city to establish municipal dwellings at a low rental for the working class.

Eight ward foremen of the city asked for an unstated increase in their wages, which are \$12 per week.

The Ottawa Electric Railway Company has completed new car barns, which will house half its street cars. An extra night car service was put into effect on February 22, from 12 o'clock to 2 a. m. Fare is double, being ten cents in cash.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—The lumber cut of the Ottawa Valley for 1908 was reported at

500,000,000 feet. There was a little falling off from the year before owing to poor water power.

CONDITION OF PARTICULAR TRADES.

The building trades were steady. Painters and plumbers were in the most active demand. Electric linemen were busy. The building of an \$80,000 steel tug by the Upper Ottawa Improvement Company for work on Chats Lake will employ several mechanics. Car builders were busy. The printing trade was steady, and the clothing trades quiet. Employees in food preparation were busy, as were clerks, barbers and hotel employees. Railway hands and cab drivers were moderately employed.

KINGSTON, ONT., AND DISTRICT.

Mr. Wm. Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was little if any change in the condition of the labour market in February compared with the previous month. Outside work and transportation was somewhat impeded by storms. The harvesting of the ice crop was also considerably hampered, and market and general business suffered from inclement weather conditions. Many continued unemployed, and much hardship and poverty prevailed. In consequence of the carrying of the by-law granting a bonus of \$10,000 to the Wormwith Piano Company, plans and specifications will at once be prepared for the reconstruction of the factory destroyed by fire, with modern equipment.

A return made to the Light, Power and Heat Committee of the City Council shows a revenue of over \$4,500 in 1908, compared with \$1,400 in 1907; of this amount, \$4,024 was profit on electricity. Gas showed a deficit of \$508. Thus the net revenue of gas and electricity combined was \$3,516, notwithstanding large reductions in the rates during the year.

The Board of Education has decided to ask the City Council for a grant of

\$4,000 to build a gymnasium for the Collegiate Institute.

It was decided to make the minimum salaries of school teachers \$325.00 and the maximum \$600.00; formerly, the minimum salaries paid amounted to \$275.00 per annum. The annual expenditure will be increased about \$1,500.

During the month, the registrar of Queen's University issued a statement showing the following: There were 1,402 students registered at Queen's University this season; of this number, about 1,100 are in actual attendance. The increased registration over last season is 103.

There were no strikes or lockouts during the month.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing and mining.—These industries were more or less active, with railroad construction and other industries dull.

CONDITION OF PARTICULAR TRADES.

All branches of the building trade were quiet, while the metal, engineering and shipbuilding were busy. The wood-working trade experienced quiet conditions. Printers, clothiers, bakers and butchers were dull; curriers and tanners active; barbers, furriers, hotel and laundry workers quiet. Transportation and unskilled labour was also quiet.

DISTRICT NOTES.

Picton.—The corporation is supporting about thirty families, mostly of the immigrant class. A soup kitchen has been opened, to which upwards of 100 women and children go daily for broth and bread, which they receive free. The men are charged five cents a bowl. The soup kitchen at night is used as a reading room. The male applicants are allowed to cut wood two days each week in the town park.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions generally were very favourable compared with the same

month last year. The weather was comparatively mild, a circumstance which was of assistance in many ways to the workingman. There was very little hardship among the unemployed, and as a result, no special appeal was made by any of the charitable societies, as in years past. Nearly every industry was running with a full complement of hands, while considerable building was in progress, especially on the drill hall and new Catholic school. The rolling mills and horseshoe factory employed a large number of skilled and unskilled men at good wages; in fact, all the factories were very active. The new brass and steel factory added a number of hands, and can hardly keep up with orders. The same might be said of the Bellville Hardware Company, and the two large foundries. A large number of men were engaged getting in the ice harvest, which is the best in several years. Last season there was an ice famine here, and this year precautions are being taken to prevent a repetition. Merchants generally reported a successful month, and the banks stated that money was easy.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers reported the outlook for fall wheat good, the weather being favourable. Hay and feed were plentiful, the former being \$13.00 a ton.

Fishing.—Fishermen reported good catches of rough fish, such as perch, catfish, rockfish and sunfish. Some heavy shipments were made from here.

Lumbering.—Trade was active in the northern part of the county.

Manufacturing.—Activity prevailed in nearly all branches.

Mining.—Several mines were in operation in this district.

Railroad construction and employment.—Quietness prevailed.

CONDITION OF PARTICULAR TRADES.

Nearly all branches of the building trades, with the exception of painters, had a quiet month. Painters were active owing to the mild weather. Iron moulders and helpers, machinists, elec-

trical workers, brass workers, blacksmiths, horseshoers and boilerworkers had an active month, there being few idle men. All branches of the wood-working trades had a busy month, factories running with full staffs. Coopers had a busy month. Printers, both job and newspaper, were all employed full time, as well as pressmen and bookbinders. Journeymen tailors had an active month. Bakers, butchers, meat cutters, ice-cutters and cigar makers had a busy month, especially ice cutters. Harness makers were all employed. Barbers, clerks, stenographers, delivery employees hotel, restaurant and theatre employees had an active month. Laundry workers reported a dull month, one large laundry closing down. Railway employees, especially engineers and firemen, report a dull month, owing to the lack of snow, thus enabling one engine to do the work of two. Railroad trackmen were active. Cab drivers, hackmen and draymen were busy, also teamsters. Unskilled labour was only in fair demand.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. J. Arthur Sharp, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was slightly more active than in the preceding month, employment in the various factories being fairly active. The Canadian Electric Manufacturing Company started working full time on the 2nd of the month, and expects to keep busy, having secured large contracts from the hydro-electric commission.

There was very little outside work being done, excepting in cutting and storing of ice, and work caused by snowstorms, etc. Work has commenced on the construction of the new dam, and locks at Lindsay, to cost about \$50,000. From an industrial standpoint, the general condition of labour is better than a year ago, and the outlook, on the whole, is good. The banks reported business improving. Whol-

sale and retail trade was active, also railway traffic. Rates of wages remained unchanged.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy marketing wood, hay and other produce, which brought good prices.

Lumbering.—The lumber trade was rather dull, but the planing mills were working full time.

Other industries.—Carpet workers reported an improvement in trade, some of the departments working overtime, with prospects good.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were not very busy, which is a usual condition at this time of the year. Carpenters and joiners were similarly situated. Painters reported trade fair, with plumbers active. Iron moulders, machinists, brass workers and electrical workers reported a slight improvement. Pattern makers were fairly active, with car workers rather dull. As is usual at this time of the year, coopers were not very busy. Printers reported trade fair; tailors were dull, bakers fairly active, ice cutters and drivers busy, cigarmakers dull, leather workers and railway employees fairly busy, with very little work for unskilled labour.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Though quiet conditions prevailed during the greater part of the month, there were signs of improvement in some lines and with the advance of the season, a revival of activity is confidently anticipated. The building trade in particular is likely to be very brisk, as many contracts have been let.

There was much distress, especially during the earlier part of the month, owing to want of employment, more par-

particularly in the east end of the city. Heavy snowfalls furnished a good deal of temporary work in street cleaning. The city's grant to charitable institutions during 1909 will amount to \$83,925, as against \$68,375 in 1908, the most important item being a special grant to the House of Industry of \$20,000, as compared with \$10,000 last year. On Feb. 5th, a statement was made by the Superintendent of the Employment Bureau of the Associated Charities that 5,000 registrations had been made by those in search of work. Of this number, 1,126 were asked to report for work at grading in the parks, of whom only 784 reported. Of 1,320 for whom snowshovelling jobs were provided, 807 reported. Of 481 cases inquired into, the Superintendent states that 178 were found to be frauds. On the other hand, it is stated that the failures to report for work were due to the delay in sending out or delivering the notices, owing to which many of the applicants did not receive them in time to report on the day mentioned.

On the 23rd, the City Council adopted the principle of grading civic salaries, approving the scheme submitted last year. The clerks are divided into four classes: Chief clerks, minimum salary, \$1,550; maximum, \$1,800; first class clerks, minimum \$1,300, maximum, \$1,500; second class clerks, minimum \$1,050, maximum, \$1,250; third class clerks, minimum \$650, maximum, \$1,000. The annual increase in each case to be \$50, which is to be granted only on the recommendation of the head of the department, and with the approval of the board of control. Mechanics and employees other than clerical are to be paid \$2 per day. All appointments to be by automatic promotion, except to the position of head of a department, or one where special technical knowledge is necessary. All applicants for appointment to positions above that of junior clerk to be required to pass an examination as to fitness. Appointments, promotions, and increases of salary are all to be made by the board of control, on the recommendation of the head of the department, subject to the approval of the city council. The annual increase

to become effective on January 1st, 1910. While the system, as a whole, was adopted, the details as to the minimum and maximum amounts of salaries were left open for further consideration.

The by-law reducing the number of hotel licenses to 110 was given a final reading on the 15th. Legal proceedings have since been taken to quash the by-law on technical grounds.

The annual meeting of the shareholders of the Toronto Labour Temple, Co. was held on the 13th. The treasurer's report showed receipts of \$13,568 and disbursements \$11,712, leaving a balance of \$1,856. The assets of the company are \$47,199, and the liabilities \$29,889. The debt outstanding against the building is \$12,500, which the company hope to wipe out in two years. The following directors were elected: D. A. Carey, L. H. Gibbins, W. J. Storey, Wm. Glockling, F. G. Reddall, James Simpson, J. Spencer, P. Walsh, A. E. Thompson, James Rolph, Joseph Gibbons, A. C. Sanders, W. T. Thompson, W. A. Ayres and John McFayden.

The Board of Education have taken strong ground in favour of the requirement that union wages must be paid by all contractors. On the 26th, they rejected two tenders for structural steel work, because the clause in the contract stipulating that union wages must be paid had been struck out.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farm industry was seasonably quiet. A company is being organized for a rural telephone service, embracing the township of Vaughan, Richmond Hill and Woodbridge villages and neighbouring municipalities. A movement was started by the Toronto Milk and Cream Producers' Association to secure a direct delivery service from the dairies to the customers, without the intervention of middlemen.

Manufacturing.—Some improvement is noticeable, though there has been no general increase in activity. The development of the new silver field at Gowanda has had a stimulating effect on some branches, large quantities of ma-

inery, supplies and material having been shipped from Toronto. This has been sensibly felt in the machinery, hardware, leather, furnishing and provision trades. Although the effect of the reduction in steel prices in the United States had not so far been experienced, it was anticipated that it would before very long stimulate activity in bridge work and factory construction.

Henry Disston & Sons, of Philadelphia, have secured 4 acres of land on Fraser Ave. for the erection of a branch saw factory, the construction of which will be started in the spring. They will employ between 300 and 400 men.

The Canada Cycle and Motor Co., will erect a 3-storey automobile building, 85 by 112 ft., on Richmond st., west.

The Nasmith Co., bakers, have obtained a permit for the erection of a factory on Sterling Road, in the northwest section, at a cost of \$40,000.

CONDITION OF PARTICULAR TRADES.

Building.—These trades were dull, with some work on uncompleted contracts. The Painters' and Decorators' Central Union has decided to re-affiliate with the Toronto District Labour Council from which they separated six years ago.

Metal.—Moulders, machinists, boiler-makers, blacksmiths, structural steel workers and sheet metal workers were quiet, with electrical workers fair and brass workers slack. Jewellers and silversmiths were better employed than in January.

Woodworking and furnishing.—Furniture workers, cabinet makers, coopers and piano makers were fairly well employed. Carriage workers were quiet.

Clothing.—Custom tailors had a slack month. Garment workers were well employed getting out spring goods. Hat and cap makers found conditions unsettled owing to labour troubles. Boot and shoe workers were quiet. The present agreement between the custom tailors and their employers expires on March 1st, and though several conferences have been held, no agreement as to its renewal has been arrived at.

Printing.—Printers, bookbinders and allied trades were fairly well employed. A dispute has arisen between the Printing Pressmen's Union No. 10 and the Press Assistants' Union, No. 1, and the International organization on account of the refusal of a number of the members of the local unions to pay assessments levied by the International Typographical Union during the struggle to secure an 8-hour-day. Unless an amicable settlement is reached, the defaulting members may be expelled, and other local unions in affiliation with the International organized.

Food and tobacco preparation.—The provision trades and brewery workers had generally steady work. Cigar-makers were quiet. Ice cutters were busy.

Leather.—Leather workers, especially harness makers, had an active month.

Miscellaneous.—Hotel and restaurant employees, barbers and laundry workers were generally quiet. Clerks and salesmen fairly well employed.

Transportation.—Railway workers, expressmen and teamsters engaged in forwarding goods to the Northern mining districts, were busy. Traffic in other directions was less active. Street railway employees had a fair month.

Unskilled labour.—A considerable percentage was out of work, but prospects are improving.

DISTRICT NOTES.

West Toronto.—Heintzman & Co., Ltd., piano manufacturers, have secured a block of land south of their present factory for the purpose of building a large extension, which will bring up the capacity of the factory from the present output of 2,500 pianos a year to 4,000.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

February passed with few important changes in the industrial situation. It

was a dull month, but hardly as bad as anticipated. Practically every trade had some men idle, but there was no acute distress from lack of employment.

Prospects for industrial development during this year are excellent. An American company proposes to erect a large plant for the manufacture of columns and other ornamental woodwork. They will employ two hundred hands. Arrangements are also nearing completion for the building of a large linen factory. Work on the pulp board factory, foundations for which were laid last autumn, will re-commence in April. A factory to make cricket and baseball bats and tennis rackets is now being erected, and large orders for its product have been secured. Retail trade was dull during the month, and wholesale trade was light in consequence.

A remarkable period of low water in the Niagara river, caused by an ice-jam, made slight difficulty for the electric power plants for a few days. The city's new auxiliary pumping plant kept the water supply at the normal pressure with ease and without interruption.

Nothing new was learned in reference to extension of the electric power plants, the proposed new bridges or electric railways.

Immigration officials reported a great increase in the number of foreigners, chiefly labourers, seeking admission to Canada from the United States.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agricultural work was confined to the trimming and pruning of orchards and vineyards.

Manufacturing.—Local factories were all fairly active, but few were really busy. The corset factory was running to full capacity, the railway switch plant was quiet. Other metal working concerns kept most of their men working. The cutlery and silverware factories were active.

The Ethersite (carbide) works resumed operations after a considerable idle period. Eighteen men were employed, but the staff will be increased to fifty. The new cyanamide works were nearing comple-

tion, much of the machinery being in place.

Railroad employment.—Railway traffic was rather dull early in the month, but improved later.

CONDITION OF PARTICULAR TRADES.

Colder weather stopped all out-of-door work and lessened the amount of employment for the building trades. Bricklayers, masons and carpenters were largely idle. About one-third of the lathers and plasterers were working. Painters had a little interior work to do, and plumbers were rather more active. Builders' labourers were nearly all idle. The metal and engineering trades were all very quiet. Tailors were very quiet. Variable weather spoiled the local ice harvest and lessened the usual employment of ice-cutters and handlers. Railways completed filling their ice-houses with ice from the west. Clerks, stenographers, delivery employees, hotel and restaurant employees were all quiet. Railway traffic was at no time very brisk, and at times rather dull, but practically full engine, train, yard and office staffs were employed. Traffic by electric lines was light. Cab and team drivers were quiet. Temporary employment at shovelling snow for the city and railways helped the unskilled unemployed to a slight extent. A force of labourers for public works was organized by a contractor, and taken to Northern Ontario, thus lessening the number of idle men here.

DISTRICT NOTES.

Bridgeburg.—The Anderson grain elevator, recently burned, will be re-built.

Welland.—The Beatty ship-yard had a large steel dredge hull on the ways and received the contract for another very large dredge for salt water work, to be delivered complete, in November. The rolling mill, recently re-opened, was employing sixty men.

Port Colborne.—The cement works employed two hundred and fifty hands, and the capacity will soon be increased by twenty-five per cent. A flour mill and a gasoline engine factory were in prospect.

Because of mild weather, the ice crop was a failure, and the usual large harvest for the Buffalo ice companies did not take place.

Crystal Beach.—The erection of summer cottages and improvements to the hotels and other buildings gave some employment.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was little change in the condition of the labour market during February compared with the previous month. The building trade was comparatively quiet, pending the opening up of spring season, and in manufacturing establishments a continued improvement was noticeable, additional men being given employment in some cases and full time worked in others.

The Packard Electric Company and the Reo Motor Company, the latter a branch of a Michigan concern, have consolidated their Canadian motor car interests, and formed the "Reo Motor Car Company of Canada." Its entire business in Canada will be handled from St. Catharines; this is expected to place the automobile industry of St. Catharines on a larger and more permanent basis. The Sunbeam Electric Lamp Manufacturing Company has decided to remain here.

CONDITION OF PARTICULAR TRADES.

The building trade was quiet. Painters and decorators were beginning on indoor work. All branches of the metal and engineering trades were more or less active, with signs of further improvement. The woodworking and furnish-

ing trades were quiet. The allied printing trades were busy. Journeymen tailors were quiet, but expect to be busy shortly on spring trade; boot and shoe workers were active. Active conditions prevailed in the food and tobacco preparation, leather, and miscellaneous trades, also in transportation. Activity prevailed with unskilled labourers, sewer work being under way.

DISTRICT NOTES.

Merriton.—The employees of the Lincoln Paper Mills Company have received their annual bonus. The action of the company is very highly appreciated by the employees. The municipal electric light plant is now in operation, consisting of 425 forty-watt lamps, which work automatically from a central clock switch. The Lylester Mill Company took on additional hands.

Thorold.—The condition of the labour market was active, with prospects favourable.

Port Dalhousie.—The labour market was unchanged from last month, excepting that the Maple Leaf Rubber Company's factory was in full operation.

HAMILTON, ONT., AND DISTRICT.

Mr. P. Obermeyer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

February has been a quiet month in nearly all lines of industry. Building operations were practically at a standstill, the permits for the month totalling but a few thousand dollars, these being mainly for repairs and small additions to buildings. The weather has been very unsettled, a few days of low temperature alternating with mild conditions and rain throughout the month. This had a depressing effect on retail trade, especially in the clothing lines. As in the preceding month, the exceptions to the prevailing dullness were in the iron and steel branches, and the boot and shoe industry, which were very busy. The

* In the list of canning factories in Ontario published in the *Labour Gazette* for January, at page 764 the Sanitary Canning Coal Company was included. This should have read "Niagara Falls Canning Company." The Sanitary Canning Company manufactures tin cans, but does not can fruit or vegetables.

prospects for a good season for builders are very promising. Two banking institutions will erect buildings in the centre of the business section, and another, a branch bank in the northeastern section of the city; the Meriden Britannia Co. will erect a large three-storey addition to its works; Chadwick Bros. will enlarge their brass works; an amusement enterprise is projected for a location near the Jockey Club, and several other manufacturers are considering additions and extensions.

The Bricklayers and Masons' Union has signed a two-years' agreement with the Builders' Association at the prevailing rate of wages, 50 cents per hour for a 44-hour week. In the other departments of the building trades, last year's wage rates will probably be continued. The agreements expire May 1 and April 1, and so far no changes have been given notice of.

Ice cutting commenced the last week of the month, and is providing employment for a couple of hundred men. The ice is not very thick or of exceptional quality, but the icemen could not afford to wait longer. Outside of this, there was nothing to afford employment to unskilled labourers.

The stove founders have had a controversy with their moulders over wages. The foundries have been shut down since December, and recently the employers announced a cut of 25 per cent. in moulders' wages when they opened up. Several conferences have been held, the moulders agreeing to accept an 8 per cent. reduction. This was not favourably received. The Guernsey-Tilden firm opened its shop on February 24, at the reduced rate, with about ten moulders. The city moulders are standing firmly by their 8 per cent. offer, and have asked sanction from their International Union to declare a strike. The foundries worked less than six months last year.

The Spectator newspaper is arbitrating on the new wages schedule submitted by the printers. It has this right as a member of the Newspaper Publishers' Association, which has an arbitration agreement with the I. T. U. If the local

arbitration board, consisting of two representatives of each side, cannot reach an agreement, the matter will then be submitted to the general arbitration board, which will convene at Indianapolis, Ind.

The agreement between the Hamilton Street Railway Company and the local union of the Amalgamated Association of Street and Electric Railway Employees expires on April 1, and a new one has been drawn up by the men. It is in nearly every respect identical with the old one.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The Niagara Peninsula Fruit Growers' Association has made arrangements for its series of annual spring fruit meetings.

There is an agitation on foot here to have a food inspector appointed who will inspect meat, fish, fruit and other food-stuffs brought into this city.

The managers of the various branches of the Canadian Cannery Company met at the Waldorf hotel February 24-25. During their stay here, discussions took place on various packing methods and improved methods were demonstrated.

Manufacturing.—The letting of the contracts by the Hydro-Electric Commission February 24 for the equipment of the stations on the transmission line from Niagara Falls to Toronto and St. Thomas is an important event for Hamilton. The Canadian Westinghouse Company secured the contract for equipping the stations of Niagara Falls, Dundas and all the high tension switches. This amounts to between \$200,000 and \$300,000, or about one-third of the total contract. \$750,000. Hundreds of the workmen employed by the company, who have been working short hours, will be put on at full time.

The Baynes Carriage Company has just added a storey on a large part of its factory, and is working twelve hours a day. Even the addition has been found inadequate and the company intends to make another large extension in the spring. The Frost Wire Fence Company is also making plans to extend its

plant. The Otis-Fensom elevator works are becoming busy.

CONDITION OF PARTICULAR TRADES.

There has been the usual dullness in the building trades during the month, but all signs point to a good season ahead as soon as the spring opens. Painters and plumbers have been able to secure a fair amount of work. City stonecutters complain that contractors using imported stone have the cutting done at the export points, thus depriving local stonecutters of the work. The dimension stone used on several large buildings in the last year or two has been imported from the United States all ready to lay. The moulders' difficulty about wages is affecting the other foundry employees, but it is said that very little work is in prospect, even if the moulders agree to the 25 per cent. reduction. Blacksmiths, sheet metal workers and horseshoers were dull. A firm making saddlery hardware has closed up that branch of its business, claiming it cannot compete with the output of firms in Quebec province. Woodworkers are beginning to feel the effects of a revival in trade, and were working full time, after a long period of short hours. Carriage workers were busy, and furniture workers were getting more to do. The allied printing trades have had a rather dull month. Clothing operatives have experienced the usual between-seasons slackness, but are now finding conditions rapidly improving. Bakers and confectionery workers have been fairly well employed, and tobacco workers and cigarmakers have had enough to do. Broom-makers slackened off during the month, but reported business fair. There is little activity in transportation circles. It has been a severe month for unskilled labourers, hardly anything occurring that required their services. The comparative absence of heavy snowfalls this winter, while a good thing for the street railways and others, closed that avenue of casual employment to those out of work.

DISTRICT NOTES.

Dundas.—The industrial committee of the town will likely make an effort this

spring to secure some manufacturing concerns for Dundas. Some excellent sites can be secured near the canal and on the York road.

The first central distributing point of the hydro-electric power plant will be installed at the eastern limits of the town, and run across to the northern ex-campment. With both power and water handy, it would appear that the east end of the town would prove the most suitable for the establishment of new manufacturing concerns.

There has been a general exodus from town the last week of February, a number of machinists and iron workers having secured positions in Welland. In the glove trade, seven cutters and operators secured positions in the glove factory at Delhi.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market showed a slight improvement over last month, and the promise of several factory additions, when favourable weather sets in, indicates a return of better conditions. In the iron trades the agricultural implement factories are becoming busy. The increase in the price of natural gas of five cents per 1,000 feet is being taken up by the City Council with vigour. A publicity department is also being organized, to advertise the inducements Brantford offers to those seeking locations for manufacturing purposes. Schultz Bros., sand-lime brick makers, have made application for increased switching accommodation; the plant will be extended. Retail merchants are forming an association to protect local trade, and encourage trade from other points, the radial lines are co-operating. Retail merchants had a fair month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There was not much activity in the agricultural districts.

Manufacturing.—Conditions are improving. Several factory extensions are almost a certainty. During the latter part of the month, overtime was worked in some departments of several of the factories, but this is not expected to last long.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were out of work. Carpenters in some of the factories were active; there were, however, a number unemployed. Lathers and plasterers found trade dull. Painters and decorators were quiet. Plumbers, gas and steamfitters were from active to quiet. Iron moulders in some shops were active; in others slack. Core makers were active. Machinists and engineers were active. Electrical workers and linemen were quiet. Metal polishers, buffers and platers were active. Stove mounters were quiet. Blacksmiths, boilermakers and sheet metal workers were active. Horse shoers were fairly busy. Woodworkers, carriage and wagon makers, pattern makers and coopers were active. The printing and allied trades were active and in several cases busy. Tailors and tailoresses were busier than during the previous month. Bakers and confectioners were busy. Cigar makers and tobacco workers were active. Leather workers and saddlers were active. Barbers, clerks, delivery employees, hotel and restaurant employees were steadily employed. Laundry workers were busy. Railroad trackmen, and freight handlers were active. Street railway employees were employed steadily. Carters and teamsters were a little slack. Draymen and hackmen were active. A considerable number of unskilled labourers had little and in some cases, no employment.

DISTRICT NOTES.

Paris.—The works of the Sanderson-Harold Co. destroyed by fire some time ago, will be re-built soon. Inducements to locate elsewhere have been offered. The fabric mills ran steadily. There were few unemployed during the month.

GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market showed a slight betterment over January. Outdoor workers however, had a very slack month. Factory workers in some lines had steadier employment, but there was still some shops working short time. Prospects in the building trades are for a light season, there having been few plans for buildings yet prepared. A new company has purchased the plant of the Dominion Garment Co., and is advertising for workpeople. The tube mills started during the month after a month's shut down. Retail trade was paid for the season of the year and ahead of last year. Fourteen iron moulders at Griffin's Foundry went on strike during the month. The men have been working eight hours a day and wanted to be put on full time at the Union scale of \$2.75 per day or wanted an advance to \$2.50 for eight hours. No settlement has yet been reached.

CONDITION OF PARTICULAR TRADES.

The building trades had a very quiet month, with nothing on hand but repair work in some lines. Iron moulders, machinists, machinists' helpers and tube mill workers had an active month. The woodworking trades continued to show improvement. Piano and organ workers in some branches were still working eight hours, but upholsterers and carriage workers had an active month. Woodworkers had an active month in one shop and were quiet in one furniture shop. Printers had an active month. Journeymen tailors had a quiet month. Garment workers (female) were very busy with a demand for workpeople. Cigar makers, textile workers and carpet weavers were active. The ice harvest was in progress and a fair quantity was being harvested. Unskilled labour was in poor demand, but there were not as many unemployed as last year.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was well employed during February, especially on indoor work, and although there were a few men idle, activity was greater than during the corresponding month of last year. The relief committee reported less distress than in the previous year; only \$125.00 has been spent to date in relief. Young and able men have been employed on the stone pile. The Hagen Shirt and Collar Company has moved into its new factory. Building permits were issued during the month for the erection of three residences, one business block and for a few new fronts to stores.

Building permits were issued during 1908 as follows:—

2 factories valued at.....	\$ 75,000
1 Church.....	8,000
90 Residences.....	162,000
1 Addition to block.....	5,000
Alterations and repairs.....	15,000
	<hr/>
	\$ 265,000

Business, both wholesale and retail, was reported good. There were no changes in rates of wages or hours of labour reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy hauling hay, wood, saw longs and building timber. Considerable building of barns, etc., will likely be underway shortly.

Lumbering.—The lumbering industry was more or less active.

Manufacturing.—Industrial establishments were running full time. The Ontario sugar factory was sold to the Wallaceburg Sugar Company.

CONDITION OF PARTICULAR TRADES.

The building trade was somewhat quiet, but activity more or less prevailed in the metal and engineering trades, while woodworkers were more or less employed, with the exception of uphol-

sterers, who were only working eight hours a day. Printers, pressmen, electrotypers, bookbinders, copper plate printers and photo-engravers were active. Journeymen tailors, garment workers, hat and glove makers, boot and shoe workers were well employed. Busy conditions prevailed with those employed in the preparation of foods, but cigar-makers and tobacco workers were more or less inactive. Leather workers, saddlers, trunk and bag makers were busy, and the same condition prevailed with curriers and tanners. Barbers, broom-makers, clerks, stenographers, delivery employees, hotel, restaurant, theatre employees and laundry workers were well employed. Railway employees were active, but unskilled labour was poorly employed.

DISTRICT NOTES.

Galt.—Both skilled and unskilled labour was well employed; several of the industries were working overtime, while a large number of unskilled labourers were employed constructing sewers by day labour. The supply of labour, however, was equal to the demand. Rapid progress is being made with the construction of the Dietrich block, and the foundation of the Galt branch of the potato harvester factory is ready for the superstructure. Building permits were issued in 1908 as follows:—

93 Residences valued at.....	\$ 139,500
1 Business block.....	9,000
Repairs and alterations.....	9,000
	<hr/>
	\$157,500

Preston.—Labour was well employed during the month, though the supply was equal to the demand. Nearly all manufacturing establishments were working full time, with the Preston Pullman Car & Coach Company working overtime; the company is enlarging its plant. During 1908, the following building permits were issued:—

30 Residences valued at.....	\$ 54,000
1 Factory.....	2,000
Alterations and repairs.....	15,000
	<hr/>
	\$ 71,000

Waterloo.—All classes of labour were well employed, and nearly all the fac-

tories were working full time. The following is the number and value of the building permits granted during 1908:—

19 Residences valued at.....	\$ 38,300
1 Factory.....	3,500
Alterations and repairs.....	17,000
	\$ 58,850

WOODSTOCK, ONT., AND DISTRICT.

Mr. W. N. McElheran, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market showed an improvement over the preceding month, and also with respect to the same month last year. Our manufacturing lines showed greater activity as the month progressed.

Tenders were let for the erection of a new factory for the Oxford Knitting Co., the successful tenderer getting the contract for \$18,300. The new factory will be of brick and stone. Material is upon the site and everything being advanced as rapidly as possible so that operations might commence at the earliest possible moment. Work on the Grey Memorial Hall was nearly completed, only the finishers and painters being at work in the building. Snow shovellers were, but little employed the past winter, the snow falls being very light. Farmers were hauling logs and putting up ice in many localities. Transportation companies reported a slight improvement over the previous month.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were quiet, nothing but a few odd jobs in the way of small alterations and repairs going on. Carpenters were busy particularly those employed inside but lathers, and plasterers were slack. Painters and decorators reported an improvement towards the end of the month. Plumbers were busy as were also gasfitters, but moulders were very quiet. Machinists reported a busy month, as did also electrical workers. Stove mounters were dull. Wood-

workers were busier than for months past. Furniture makers who have been on short time all winter, were ordered to report for ten hours a day on March 1st. Orders were picking up again and indications were that conditions would steadily improve. Upholsters, polishers and wood carvers were all employed. The furniture trade saw a marked improvement. Carriage and wagon makers reported an improvement in all lines; more men being employed and coming coming in. Coopers were dull. Printers and pressmen were particularly busy early spring catalogue and magazine work giving an impetus to business. A book bindery was established during the month, being the only one in the district. Photographers reported a busy month. Journeymen tailors were quiet, but were more active towards the end of the month. Bakers and confectioners were still on short time. Ice cutters were very busy. Cigar makers reported trade improving. Tanners and curriers were active. Barbers were busy. Church organ makers reported work very active. Reed organ workers were active as were piano makers and allied trades. The outlook for those trades was very good. Some Scotch immigrants arrived in the District during the month and were given immediate employment on farms. Such a class as these men can find steady employment at almost any time. The unskilled labour market was dull.

STRATFORD, ONT., AND DISTRICT.

Mr. Jos. T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET

The general condition of the labour market was quiet. There was no work in the building trade, and a number were temporarily out of employment.

The Public School Board will erect a four room addition to Shakespeare Ward School at an estimated cost of \$15,000 providing the ratepayers of the city favour a By-law which will be sub-

mitted to empower the board to issue debentures to cover the cost.

The general manager and other officials of the G.T.R. Co., were banqueted by the city in honour of the completion of the \$1,000,000 G.T.R., repair shops.

Wholesale and retail merchants reported trade fairly good.

The ice harvest has been late in beginning and it was feared at one time there might be a famine, but lately the dealers got in their supply in good quality from 10 to 12 inches thick.

Customs returns for Stratford show a total of \$7,018.48.

There have been no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were not very busy, most of them looking after stock, and marketing produce. Quotations, were:

Eggs, 25 cts. to 28 cts. per doz.
Butter, 25 cts. per lb.
Chickens, 35 cts to 50 cts. each.
Potatoes, 50 cts. to 65 cts. per bag.
Apples, \$1.50 to \$2.00 per bag.
Wheat, \$1.00 per bushel.
Oats, 40 cts. per bushel.
Barley, 43 to 50 cts. per bushel.
Peas, 85 cts. per bushel.
Bran, \$23 per ton.
Shorts, \$25 per ton.
Live hogs, \$6.25 to \$6.35 per cwt.

Manufacturing.—All lines showed a decided improvement since last month. Woodworking and clothing factories were getting more work.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, lathers and plasterers found trade dull. Carpenters and joiners in the factories were active; those usually employed at outside work were idle. Painters in factories were active, others were quiet. Plumbers and gas fitters were active. Moulders, machinists and iron workers were active. Blacksmiths and boiler makers were busy. Woodworkers, carriage and wagon makers were fairly well employed. Coopers were very busy. Printers were busy and bookbinders were doing a good business. Journey men tailors and garment workers were

well employed. Bakers, confectioners, butchers and ice cutters were busy. Cigar-makers were active. Barbers, clerks, delivery employees, hotel, restaurant and laundry workers were busy. Railroad conductors, engineers, firemen and freight handlers were active. Cab drivers, draymen and teamsters reported a very good month. Unskilled labour has been dull.

DISTRICT NOTES.

St. Marys.—All classes of labour were well employed. The St. Mary's and Western Ontario Railway Co., elected officers on February 16.

Goderich.—It is stated that last season 86 cargoes of grain came into Goderich bringing 6,891,549 bushels of grain.

Wallace.—The directors of the Marion Beaver Cheese and Butter Co., let the contracts for milk drawing. The cost of drawing is below that of last season.

LONDON, ONT., AND DISTRICT.

Mr. A. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market showed some improvement toward the end of the month, and the demand for labour is becoming better. A number who had been laid off in the different factories and foundries are being taken on again. The Trades Council started a factory during the month to help their unemployed, and they are making toy engines, nine hands being employed for six hours per day.

During 1908, there were 242 building permits taken out, the buildings being valued at \$866,330. and already \$90,000 of permits have been taken out this year. The Murray Shoe Co., is to build a new factory, to cost \$25,000; the Ontario Loan and Debenture Co., is to make alterations to its building to cost \$18,000; and J. Hayman & Son are to build another five-storey apartment house. The London Shoe Case Co., has secured a \$20,000 con-

tract from Smallman & Ingram for inside furnishings for the latters' new departmental stores.

Since the beginning of the year, the city has spent, to help the unemployed, \$1,600 on stone, and has given work to about 70 men breaking it. They receive \$3 per cord for all they can break.

The city council passed a by-law exempting the Globe Casket Co., the factory of which was destroyed by fire last month, from taxes on all over \$17,000 for 20 years. The council is asking the legislature to ratify the by-law. The Casket Co., has now 20 hands working in the nickel department, which was not destroyed by the fire.

The city is making application to the legislature to allow it to set aside \$100,000 for the purpose of procuring building sites for new industries.

Wholesale trade showed a marked improvement towards the end of the month.

CONDITION OF PARTICULAR TRADES.

Building.—The very favourable weather has made possible considerable building during the month, and bricklayers and carpenters were better employed than for the same month last year. Lathers, plasterers and painters were doing very little.

Metal, engineering and shipbuilding.—Moulders and machinists are becoming busier. Iron workers at the rolling mills were busy. The J. White bolt works are now working five days a week, the longest hours in six months. Metal polishers and stove mounters are becoming busier.

Woodworking and furnishing.—Carriage and wagon workers reported trade fair. The G. T. R. car works were closed for a time through an order from headquarters to reduce expenses, although plenty of work is reported.

Printing and allied.—Printers and pressmen were busy, but bookbinders were slack. Lithographers were busy.

Clothing.—Journeymen tailors reported trade quiet. Garment workers were busy. Boot and shoe workers were very busy.

Food and tobacco preparation.—The biscuit and candy factories were slack.

Butchers reported trade poor. Cigar-makers reported a falling off in trade.

Leather.—Tanners and curriers were busy.

Miscellaneous.—Furriers reported trade dull. Laundry workers were busy.

Transport.—Train crews were busy, an extra large amount of freight moving. The G. T. R. pay car left \$75,000 here last month. Draymen had very little work to do. Teamsters were slack.

Unskilled labour.—The city provided work breaking stones for about seventy men of this class, and a number were engaged at the wood yards sawing wood, being paid partly by the proprietors and partly by the Charities Aid Society.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of labour was slightly better than during January. There was sufficient mild weather to permit of considerable outside work being done, and as a result, mechanics in the building trade, who, as a rule, are idle during the month of February, were occasionally employed. On the railroads, there was a noticeable increase in traffic, a number of train crews which were recently laid off on account of depression in traffic being replaced on the M. C. R., and a number of crews promoted on the Pere Marquette. Had it not been for the mild weather, which facilitated the handling of long trains, more crews would have been put in service.

The civic employees of the Light, Heat and Power Department were given an increase in salary.

The Southern Innes Co. is getting in a large supply of logs, and the expectations are for a busy season.

During February, employees of the M. C. R. shops who had been working 60 hours a week had their time reduced to 55 hours a week, allowing them Saturday afternoons off. This order is still in effect.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The markets have been fairly well attended. Farmers have been chiefly engaged in looking after stock.

Manufactures.—No pronounced improvement was reported over the preceding month, conditions being steady.

CONDITION OF PARTICULAR TRADES.

Masons and bricklayers reported the month quiet. Carpenters have been fairly active, as weather conditions allowed, there being inside work and occasional days when outside work was carried on. Plumbers were not busy. Blacksmiths, boilermakers, machinists and helpers were well employed. Unskilled labour has been quiet, although few cases of distress have been reported.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market showed little change over January, though business showed a very slight improvement. Building was practically at a standstill, only a few alterations and repairs going on. Factories in many instances continued on short time, with a reduced staff of men. Owing to the mild weather, the ice crop was a failure, and many of the labouring class failed to secure employment; with nothing in the public works department going on, there was a large number of the unskilled idle.

There have been no strikes or reductions in wages.

Economy will be practiced by the new council, and very few public improvements will be undertaken this year.

The heavy fall of snow gave employment to a large number for a few days clearing the streets.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have had little to do but attend to stock and prepare

for spring work. Those who held their hogs over until the present month were rewarded by securing \$7.00 per hundred for live weight and \$9.00 dressed, the highest ever paid in this city.

Railroad employment.—The G. T. R., & Wabash R. R., felt the effect of the decline of freight movements, and in consequence several crews were temporarily laid off.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, painters and plumbers were quiet, with carpenters fairly well employed. There was no demand for builders' labourers. Iron moulders, iron workers and helpers, machinists, electrical workers, linemen, blacksmiths and horseshoers reported a fair month. Woodworkers, carriage and wagon workers had a good month. Printers, pressmen and bookbinders were fairly busy, but journeymen tailors and garment workers were quiet, as were bakers, confectioners, barbers, clerks, laundry workers and hotel and restaurant employees. There was no demand for unskilled labour.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was very little change in the labour market from last month. All branches of trade, with the exception of the bricklayers, were fairly well employed, and there were very few idle men in the city. Trade was better than a year ago at the same time, and prospects were good for a prosperous spring. The Seely Perfume Company has completed arrangements for a large building, 60 ft. by 60 ft., four stories high, and the Lufkins Rule Company has plans out for a building 140 by 60, 3 stories high. There are several other building contracts to start as soon as weather permits. The new Dominion bank, costing \$65,000, was opened to the public. The Do-

minion government has appointed three more immigration officers in the city. The wholesale and retail trades have been a little quiet during the month.

CONDITION OF LOCAL INDUSTRIES.

Manufacturers were all running full time.

CONDITION OF PARTICULAR TRADES.

With the exception of the bricklayers, all the building trades were fairly well employed. The iron trade in the city and district has been good. The bridge works were compelled to dispense with a number of men for lack of steel, but expect it shortly. They have plenty of work ahead. Blacksmiths, sheet metal workers and horseshoers were all employed. The woodworking and furnishing trades were working full time. Printers and pressmen reported plenty of work. Journeymen tailors were not busy but garment workers were in demand. Bakers, butchers, and meat cutters were busy. Ice cutters also were busy. Cigar-makers and tobacco workers were fully employed. Barbers reported trade quiet. Clerks, delivery employees, hotel and laundry workers were busy. All transportation employees were fully employed. Unskilled labour was fairly well employed for the time of year.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market showed a slight improvement over the month of January. The supply of labour, however, was in excess of the demand. Business was quiet, but with a bright outlook for the future. The ratepayers of Sault Ste. Marie will vote on March 8 on a By-law giving a dry-dock and shipbuilding company exemption from taxation for 20

years and \$5,000 per year of a bonus for 20 years. The main conditions of the above privileges are that the company will spend at least \$400,000 on the dock construction and \$60,000 per year when the dock is operating. The limit set for the completion of the dock is two years.

Prices of provisions during the month were as follows:

Article.	Retail Price.	Wholesale Price per pound.
Beef.....	7c. to 15c. p. lb.	Hind qtr.— 8c. Fore qtr.— 6c.
Pork.....	11 to 15c. per lb.	Carcase, 10, 10½c.
Lamb.....	12½ to 18c. per lb.	" 12½c.
Mutton.....	"	" 10c.
Veal.....	"	" 9c.
Turkey.....	18c. per lb.	
Fowl.....	14c. per lb.	
Spring chicken.....	17c. per lb.	
Butter, creamers.....	30c. per lb.	
Butter, dairy.....	25c. per lb.	
Potatoes, per bag.....	90c. to \$1.00	
Eggs, lime packed.....	28c. to 30c. p. doz	
Eggs, fresh.....	35c. per doz.	
Flour.....	\$3.00 per bag	
Sugar.....	5.00 per bag	
Milk (pure milk supply pasteurized)	9c. per qt.	
Milk, ordinary delivered.....	8c to 9c. qt.	

CONDITION OF PARTICULAR TRADES.

Quietness prevailed in the building trades but prospects were good. There was a slight improvement reported in the metal trades and normal conditions were recorded in printing, clothing, food and tobacco preparation, leather, miscellaneous and transport trades. Unskilled labour showed a slight improvement.

WINNIPEG, MAN., AND DISTRICT.

Mr. Jno. Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

February has been a very dull month, but not more so than the corresponding month of last year. In so far as actual distress through lack of employment is concerned, the conditions have not been so grave as in January. In Winnipeg,

a large proportion of the artisan classes depends for employment upon the railroad repair shops, and during February these shops have been partially closed down. During this month it is customary to do this, as business is usually at its lowest point, and in consequence the opportunity is used to make repairs to plant and generally reorganize for another year's work.

It is fully anticipated that opportunities of employment during the spring will be much more numerous than in the corresponding months of last year. The provincial governments respectively of Alberta and Saskatchewan have arranged for an extensive outlay on new railroads, and the construction of these will create a demand for labourers many of whom will be drawn from Winnipeg. In addition, it is expected that there will be an unusually large demand for farm labour. This extra demand will arise through the stimulation given to grain growing by the prevailing high prices for wheat. At the present time, No. 1 northern is selling at a price that nets the farmers of Manitoba slightly over a dollar a bushel. Moreover, the best known authorities give it as their opinion that better prices than those of the past few years will prevail for some time to come.

During January, seasonal dullness has prevailed in the wholesale and manufacturing trades. Bank clearings, while showing a slight gain over the figures for the corresponding period of last year, do not indicate the transaction of a much larger volume of business than last year. One large departmental store is adding a large new warehouse to its facilities.

Various labour organizations are taking steps to adjust their working schedules for the year. No final agreements have yet been made. The Canadian Pacific Railway Co., posted in its repair shops on the 26th of February the following notice:—

"The rules and rates established by the board of conciliation August 1, 1908, will remain in force until April 1, 1910".

It is understood that the various federated trades concerned purpose making an attempt to restore the working sche-

dules in existence prior to the strike of the summer of 1908. A meeting of the representatives of various organizations was held on February 26th, but no information as to the business of this meeting was given out. The employees of the Canadian Northern Railway repair shops are also negotiating for some changes in working arrangements.

The train hands in the employ of the Grand Trunk railway and of the Grand Trunk Pacific have been in conference in Winnipeg, but no report as to the nature of the business transacted is available.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The high prices being paid for the best grades of wheat will stimulate activity in grain growing. For the past few weeks, the price has been steadily advancing, and as a result, receipts have improved towards the latter part of the month. It is, however, the opinion of many experienced dealers that very little wheat remains in the Canadian west beyond what is required for seeding purposes. Millers, who need wheat to meet the strong demand for flour, are bidding keenly for cash wheat, and are paying high prices. These prices, it is the opinion of the grain dealers, will, subject to slight recessions, remain on a higher average than usual, and will, as a result, make grain growing very profitable. This will not only stimulate present growers to increase their crop area, but will also attract many new settlers. The various land companies that devote special attention to disposing of land to settlers from the United States report that enquiries from that country are very numerous, and they fully anticipate a large immigration from southern points at an early date.

Prices for other agricultural products are also showing a stronger tendency than for some years.

During February, several conventions dealing with agricultural questions have been held at the agricultural college in Winnipeg. Stock-breeders' Dairymen's, Poultry Keepers' and other associations have each held their annual meetings.

CONDITION OF PARTICULAR TRADES.

The Brotherhood of Carpenters' Local Union No. 1390 has submitted to the various contractors the following as a basis for a schedule to govern working arrangements for 1909-1910.

(1) Nine hours to constitute a day's work, said nine hours to be put in between the hours of 7 a. m. and 5 p. m.

(2) Thirty-five cents per hour to be minimum rate of wages paid to all journeymen carpenters.

(3) Time and one-half to be paid for all overtime.

(4) All members to be paid in full at least once in two weeks.

(5) When a man is paid off, he shall be paid in full the same day.

(6) All woodwork in or about buildings under construction or repair shall be done by members of Local No. 1390, where possible.

(7) These rates shall come into force on and after July 1st, 1909.

So far, the employers have taken no action with regard to this request of the carpenters.

The painters and decorators, both masters and employees, have held meetings during the month. The journeymen, it is understood, have made a request for an advance. Brush hands have been paid thirty cents per hour, and paper hangers thirty-five, and they desire to get 35 and 40 cents respectively. The employers have not consented to give the advance.

The bricklayers and plasterers are likewise negotiating with the employers for the renewal of agreements.

Employers in the building trades are hopeful in regard to the amount of business during the approaching building season. During February, more permits were issued from the inspector's office than in the corresponding month of last year.

Plans have been completed for the erection of an office building for the Great West Life Assurance Co., The T. Eaton Co., has already a large force of men at work on a large warehouse adjoining its present store. Various contractors have taken out permits for a number of new dwelling houses.

The Manitoba Government Telephone Department has announced its intention of building two new central exchanges in the city of Winnipeg, and will also extend the telephone system in various parts of the province.

It is understood that some large orders have been placed for elevator equipment and that during the summer there will be a large number built along the new railroads that are just ready for business. Along these new lines there will be activity in settling the unoccupied lands.

In the metal trades, dullness generally has prevailed, but the demand for elevator machinery and for builders' iron work will rapidly improve.

In the woodworking trades, there is no marked signs of improvement upon the dull conditions of the last few months.

During February, the printing trades have been active, and most of the employers report orders coming in satisfactorily.

In the clothing trades, business was generally dull.

The leather trade is improving slightly, and the volume of business is satisfactory, according to the principal manufacturers.

In transportation circles the men state that their earnings in February were disappointing. A large number of hands were idle.

BRANDON, MAN., AND DISTRICT.

Mr. E. Fulcher, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market in this district is very quiet at present, and a considerable number of mechanics of all kinds, with the exception of plumbers, are out of employment. The cold weather gave employment to the latter attending to the frozen water services. A large number of unskilled labourers are out of employment, but the city claims that it has not been called upon for relief as much this year as last. Very few new buildings have been proposed as yet, but it is rather early to expect much activity;

Messrs. McDiarmid and Clark have announced their intention of building new brick office buildings, and will shortly call for tenders. The C.P.R., is calling for tenders for a six stall addition to its roundhouse here, tenders are being asked for a brick veneer church at Oak River.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons reported the same condition prevailing as last month, the entire membership being idle. Carpenters and joiners were practically the same. The only mechanics in the building trades that were active were plumbers and steamfitters. Builders' labourers were very dull. The metal trades were dull. Machinists at the Canadian Northern shops were working short time. The printing and allied trades were normal. Cigarmakers were dull. Railroad transport was dull. Unskilled labour very dull.

REGINA, SASK., AND DISTRICT.

Mr. Hugh Peat, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market remained practically unchanged throughout the month and showed no improvement on the preceding month. Except on residential property, building operations were at a standstill and are likely to remain so until the winter is ended.

The outlook for the season of 1909 in the building trade is very bright. Work on the Parliament Buildings will be commenced as soon as weather permits, and will afford employment to a large number. Work on the Collegiate Institute will also be resumed at an early date; tenders for the New City Hospital are now being called for; and the Heintzman Piano Co. intends building show rooms.

Early in the month the Customs and Inland Revenue Departments were in-

stalled in their new offices in the new Post Office block.

A new bakery was started during the month; this has had the result of reducing the cost of bread to a material extent. Formerly the cost of loaves was 3 for 25c. The new bakery cut prices to 4 for 25c., and some of the older bakers are now selling at 5 for 25c. Some of the retailers admit that there is no money in the present low rate, and that prices will eventually become adjusted. Meanwhile the consumer is enjoying the advantage of low-priced bread.

At a regular meeting of the Regina Trades and Labour Council held during the month resolutions were adopted condemning the system of bonusing immigration and urging the Provincial Government not to make any grants of public monies for such purposes. A second resolution was adopted urging the Provincial Government to secure the townsites on the lines of all railways whose bonds are guaranteed by the Government and that such townsites be held in trust for the people of the province. A further resolution was adopted embodying a request that the Department of Labour at Ottawa appoint a Fair Wage Officer who shall reside at some central point in the Western provinces.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The average yield per acre for the past season was 17 bushels, three fourths of which was graded No. 3 Northern. There was no No. 1 hard marketed and very little No. 1 Northern. The bulk of that purchased on the track was graded No. 2 and 3 Northern. The amount of wheat shipped from Regina was 394,758 bushels and 352,000 bushels were transported during December. There is yet available for purchase and in the hands of the farmers about 75,000 bushels not including 60,000 bushels which are required for seed.

The crop of oats, barley and flax was up to the average and the various elevators have now in stock about 40,000 bushels.

CONDITION OF PARTICULAR TRADES.

Building.—All branches were very dull; painters and decorators were quiet; and labourers dull.

Metal.—Electrical workers were very dull; sheetmetal workers were quiet.

Printing.—Trade was quiet. The Leader Publishing Company installed a new Potter Perfecting Newspaper Press with a capacity of 10,000 sixteen page papers per hour.

Food and tobacco preparation.—Cigar-makers were busy; retail tobacconists reported a good business.

Miscellaneous.—Barbers were fairly active; laundry workers were quiet.

DISTRICT NOTES.

Yorkton.—The Northern Elevator Co., will this season erect elevators at Leslie, Elfros and Wynard on the Yorkton-Lanigan extension. At Leslie and Elfros stone is already on the ground for foundation work.

Prince Albert.—A large delegation of farmers waited on the City Council and urged the aldermen to provide quarters for a produce market. During the coming summer the Council will lay macadam pavement on one or two streets as an experiment. As paving will be a problem that Prince Albert will have to deal with in the near future it is thought that a series of experiments should be conducted now so that when the time comes the pavement best suited to the City will be known.

The Overland Limited is making a trip a day from the Sturgeon Lake Lumber Co.'s mill at the lake of that name to the city, and each trip brings in from 60,000 to 100,000 ft. of lumber.

MOOSE JAW, SASK., AND DISTRICT.

Mr. J. Backus, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market showed little change from that

of the preceding month. The supply of labour, both skilled and unskilled was still somewhat greater than the demand, but compared with conditions prevailing at the same period last year there was occasion for satisfaction.

The appointment of a fair wage officer for the province has not yet been made, but in response to a request from the Provincial Government, names have been submitted, by the Moose Jaw Trades and Labour Council, of men qualified to fill the position. The Trades Council, has thrown its regular meetings open to the general public, and the privilege is being taken advantage of to a degree gratifying to the Council.

The prospects of a busy season are exceedingly bright in the building trades; the open weather now prevailing inspires hopes of an early spring and a long season for out-of-door workers.

A banquet was tendered the officers of the new Saskatchewan Flour Mills Co., by the Moose Jaw Board of Trade on the 27th February, the occasion being to celebrate the inauguration of first large industry to open in the city.

Business has shown an improvement during the month, but collections are still rather slow.

CONDITION OF PARTICULAR TRADES.

The printing and allied trades were busy. Machinists, engineers, blacksmiths, boilermakers and horseshoers were fairly active. Electrical workers were dull. All branches of the building trades were quiet also unskilled labour. Barbers, confectioners, hotel employees, cigar makers, theatre employees, etc. were busy. The supply in all departments of labour is fully equal to the demand.

CALGARY, ALTA., AND DISTRICT.

Mr. George Howell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during the month, although dull, showed a slight improvement over the

preceding month. This caused a slight reduction in the number of unemployed. Compared with the corresponding month of the previous year, conditions were much better, largely as a result of the mildness of the weather.

Excavations were commenced for a new business block, and a new warehouse.

The City Council is employing two gangs of workmen on the stone crusher, each working three days per week, and receiving 20 cents per hour.

Railway men are signing a petition to the Dominion Parliament, asking that on account of the long hours of service required of the employees of the railway companies a law be enacted prohibiting the employment of these workers for more than eight hours daily, which they claim will greatly reduce the number of accidents on the Canadian railways.

Wholesalers and retailers report a slight increase in trade over last month, and anticipate a much busier year than last.

Bank clearings for January were, \$5,561,296 as against \$4,755,986 for the corresponding month of 1908.

At the beginning of the month there was an important meeting of Alberta farmers held in this city, and at which the following resolutions, were passed:

"That this conference endorse the idea of shipping grain to the market of the world by the Pacific coast.

Resolved: "That this meeting recommend to the Dominion Government and the governments of Alberta and British Columbia that there shall be appointed a grain inspector for the provinces of Alberta and British Columbia, who has knowledge of handling and grading cereals produced in these provinces, with charge of all deputy inspectors of these provinces.

"That in order to facilitate the immediate erection of a terminal elevator at the Pacific coast, through which all grain can be profitably exported to the markets of the world, this conference urge the erection of a terminal elevator at once by the Dominion Government, to be operated and controlled by the government.

"That the Manitoba Grain Act be so amended in its application to the province of Alberta that farmers wishing to put their grain through the elevators by sale or otherwise, be enabled to get cars in the same proportion as though they loaded from the platform and that the railways be obliged to keep a book for the purpose of recording their requests for cars in accordance therewith, and in the event of this amendment being made, that the government prepare a draft agreement to be entered into by the parties interested, and that this draft agreement be attached to the Act as schedule H."

CONDITION OF PARTICULAR TRADES.

The building trades were the same as last month, but there are indications of a busy year. The metal and engineering trades were well employed. Electrical workers and linemen were about the same as last month, also boiler makers. The printing and allied trades were well employed, but the clothing trades were dull. The food and tobacco preparation trades were fairly well employed, and the leather trades were active. transportation employees were active for the season. Unskilled labour was very dull.

EDMONTON, ALTA., AND DISTRICT.

Mr. P. C. Foley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market showed very little improvement over the preceding month. In the building line, inside work was practically all finished with the exception of the Post Office. Building permits taken out in January amounted to \$20,240 and for the corresponding month last year \$18,915. The buildings to be erected during the year include a High school, public hospital and an armory. Custom House returns show that the imports in 1908 were \$262,905 as against \$265,149 in 1907. Bank clearings have shown a slight falling off, but are rapidly

recovering. The clearings for January were 3,580.021.

The Post Office returns for 1907 and 1908 are as follows:—

1907 Gross Postal revenue	\$ 48,155.14
1908 "	60,540.00
1907 Money Orders issued	155,430.84
1908 "	206,550.00
1907 Money Orders paid	185,822.65
1908 "	243,582.15
1907 Postal Notes paid	26,927.24
1908 "	35,700.21

Homestead entries in January were 224 and applications for patents 218.

The assessment of the city during 1908 was \$22,535,210 as against \$21,958,700 in 1907. The tax rate was 14½ mills in 1908 and 13½ in 1907.

An agreement has been signed by the Bricklayers' and Masons' International Union and the Master Builders' Exchange fixing the rate of wages for the next five years. By the new agreement the members of the Union are to receive 60 cents per hour from May 1st, 1909, to May 1st, 1911, 62½ cents per hour from May 1st, 1911 to May 1st 1913, and 65 cents per hour from May 1st, 1903 to May 1st, 1914. 8 hours to constitute a day's work; time and a half will be allowed for overtime. Foreman will receive at least 10 cents per hour more than the minimum scale of wages. Union men will not be allowed to contract on work above \$75.00 and on all jobs of \$75.00 or over at least one member of the B. and M. I. U. will be employed. The Union has agreed not to take part in any sympathetic strike.

The painters, paper hangers and decorators will work under last year's agreement, their rate of wages is 45 cents per hour, 8 hours per day.

The labourers have signed an agreement for one year at 25 cents per hour, 9 hours per day.

Carpenters are asking an increase in wages, and plumbers are asking for a half holiday on Saturdays to go into effect May 1st.

It is the intention of the civic authorities to extend the street railway 5½ miles next spring, and they will also purchase a number of cars.

It is estimated that there is six or seven hundred teams freighting supplies west of

the city on the Grand Trunk Pacific line.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers reported a decided rise in the price of horses, owing to the strong demand for heavy horses for freighting purposes on the Grand Trunk Pacific line west of the City. Cattle are holding their own in prices, with a good demand for milsh cows. Reliable crop returns show that within a radius of 100 miles of the city the crop last year consisted of oats 9,000,000 bushels, wheat 2,000,000 bushels and barley 500,000 bushels.

Lumbering.—It is estimated that the local mills are cutting 15,000,000 feet of native lumber annually and within a radius of 100 miles another 10,000,000 feet is cut. The local brick yards are now producing 17,500,000 bricks annually.

Mining.—At present there are twenty-three coal mines operating in Edmonton, Strathcona, Sturgeon and Morinville; the annual output is valued at \$500,000. The retail price is \$3.50 per ton delivered.

CONDITION OF PARTICULAR TRADES.

All branches of the building trades reported trade very dull during the month; with the exception of the carpenters and plumbers few mechanics were employed. Blacksmiths and horse shoers reported trade fair. Printers and pressmen were quiet. Tailors reported business active. Bakers, butchers, ice cutters and drivers and cigar makers were active. Unskilled labour was very dull.

LETHBRIDGE, ALTA., AND DISTRICT.

Mr. Thos. S. Harold, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Owing to weather conditions work has not been so general as in the last month. However, there is a large amount of building on hand, and so soon as the

frost is out of the ground increased activity may be looked for.

Engineers at the Power House petitioned the City Council for shorter hours and better pay. The engineers had been working 12 hours per day and every seventh day 18 hours, and received 27c. per hour. Their request for an 8-hour day and 40c. per hour met with the unanimous approval of the Council. This means the employment of two other engineers.

The Bridge and Steel Structural Workers who were at work on the big bridge in the course of erection here by the C.P.R., have been locked-out.

CONDITION OF PARTICULAR TRADES.

The building, clothing and cigarmaking trades were quiet, but the printing and transport branches were active. Moulders, iron workers and helpers were dull, with machinists and engineers quiet, and electric workers busy.

DISTRICT NOTES.

Taber.—The Canada West Coal Co. has partially suspended operations, about 150 men receiving notice early in the month that their services would not be required for some time. Shortage of orders for coal is given as a reason for this action.

NELSON, B.C., AND DISTRICT.*

Mr. A. B. Dockstader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market throughout the Kootenay district was quiet, there being a surplus of labour at the various points and a larger number of men than usual out of employment at the Crow's Nest Pass Collieries. This is said to be owing to development work now underway, which will later on

provide for the employment of a much larger number of workmen in the production of coal. The expiration on March 31 of the present agreement between the employees and the company is reported to be temporarily unsettling labour matters.

Sheep Creek free gold camp, adjacent to Salmo, B.C., owing to its gold production last year, said to amount to \$250,000, has lately attracted considerable attention, a couple of large mining transactions having taken place.

A new company has been organized, called The Kootenay Jam Company, Limited, capitalized at \$50,000.00 in \$1.00 shares. This company plans to have a plant sufficiently large to enable it to handle the entire crop available; the plant will be ready for operation about June 1.

The Canadian Marble & Granite Company, Limited, of Nelson B.C., is being reorganized with a new equipment, both at its plant in Nelson and at its quarries situated near Lardo.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market in this district have improved somewhat since last report, and with the advent of favourable weather for outside work it is expected that many avenues of employment will be opened up. At present, however, there are a considerable number of idle men, both mechanics and labourers. Work has begun on the steel bridge over the North Arm of the Fraser River at this point, and a number of men are being employed, preference being given to residents of the city; it is expected that the work will be completed by the 1st, of July next. The Great Northern Ry. Co., is making arrangements to extend its car yards in the eastern section of the city. The condensed milk factory here which has been

* In the *Labour Gazette* for January at page 689, the net value of ore per ton from the Blue Bird Mine was stated to be \$808. This should have read \$80.80.

idle for some years is again in operation, and the product is finding a ready market. The first shipment of Alberta grain from this port took place some time ago and consisted of two car loads shipped per the Canadian Mexican Steamship line and Tehautepic Railway. A permanent river pilot has been appointed for the Fraser River and a large number of ships are due to arrive during the season principally for cargoes of lumber. Free postal delivery will be an accomplished fact in this city as soon as the work of having the streets named, and the houses numbered is completed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Operations are quiet at present but with the advent of good weather conditions will improve.

Fishing.—Fishing on the Fraser River is at present at a standstill, but the spring salmon season will soon begin.

Lumbering.—Conditions are improving and the coming season is expected to be a good one; many ships have been chartered to load lumber on the Fraser River for foreign ports; this trade is likely to improve every year.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers, plasterers, painters and builders' labourers were dull, with plumbers active. Iron workers, iron moulders, machinists, engineers, electrical workers, blacksmiths, and boilermakers were dull. Car builders (electric) were busy, with shingle weavers quiet. Printers, pressmen, and bookbinders were dull, and journeymen tailors, and boot and shoe workers quiet. Bakers and butchers were active, with cigar makers dull. Tanners, barbers, clerks, stenographers, and laundry workers were also dull. Steamboat men were dull, but street railway employees were active. Teamsters and expressmen were quiet, with unskilled labour very dull.

VANCOUVER, B. C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was comparatively little change

in the general condition of the labour market compared with last month. In some trades there was noticeable a slight improvement, but a number of every craft were still unemployed. Some of the unemployed would have been at work had the weather been favourable. It is expected that busier conditions will shortly prevail, as the amount of work for the coming season is likely to exceed that of last season, but the unemployed problem is still acute.

The real estate market was fairly active, and several large transfers took place. A 225 foot lot on Hastings street was recently sold for \$40,000. Vancouver securities for \$123,000.00, 4 per cent., were listed in the London stock exchange. The British Columbia Electric Railway Company commenced the erection of new offices, to cost about \$250,000.

The school board appointed a permanent architect at a salary of \$2,500 per annum. Over 8,000 pupils are attending school.

The British Columbia Carriage Hardware and Top Company was incorporated with a capital of \$50,000.

It is expected that China will shortly appoint a vice-consul at Vancouver.

The cost of policing the city during last year amounted to \$368,327. The number of books issued from the lending library in 1908 numbered 82,790, compared with 72,892 in 1907, an increase of 9,897.

General activity prevailed among the coast small freighters plying from port to port. The tug boats are being equipped with the wireless telegraph system. Vessels of every description were arriving and departing with large cargoes and many passengers.

CONDITION OF PARTICULAR TRADES.

There was very little work in progress in the building trades, owing mainly to the wet weather, but it is anticipated that the amount of work to be done this year will exceed that of last year, however, there are still a large number of men out of work in these trades. Iron moulders reported trade improving; the

other metal trades reported a surplus of men. Carriage and wagon makers reported trade fair, with busy conditions prevailing at the British Columbia Electric Car Company's works. In the printing trades, the newspaper offices were fairly busy, but the job offices, some 30 in number, reported fair conditions with a number of hands unemployed. Journeymen tailors reported trade very dull, in consequence of the strong competition with Oriental firms. Garment workers, boot and shoe workers were well employed, but there was a surplus of workers. The wholesale biscuit and candy shops, though busy, did not employ as many hands as in December and the first part of January. Cigar makers reported trade very dull, with poor prospects of an immediate improvement; several small shops have been opened up by resident workmen. Harness makers and saddlers reported trade very dull. Railway transportation business was reported fair. Sailors and deck hands on local steamers reported a number unemployed, but prospects of an improvement were fairly good. There was a slight demand for good seamen. The British Columbia Electric Railway Company's employees were busy, but there are a number of applications on file. The longshoremen reported a large number unemployed. The employment agencies report hundreds of men out of work, and it is estimated that 2,500 capable men are still unemployed.

DISTRICT NOTES.

Texada Island.—The Northern Texada mines were opened with about 50 workmen employed; the output averaged about 200 tons of ore per week; gold and copper runs between \$10.00 and \$25.00 a ton. Activity is looked for on the adjacent claims.

North Vancouver.—It is estimated that at least 100 men will shortly be put to work to further develop the Swayne group of mines on Lynn Creek. An electric power plant is being installed. The Woodland group of mines on Seymour Creek is being developed. The Cates wharf has been completed at a cost of

\$10,000. The Wallace shipyards were very busy.

Prince Rupert.—The water at Prince Rupert is soft and good. The temperature ranges from 80 degrees to zero; the soil is vegetable mould interlaced with small roots. Winter lasts from four to five months, beginning in December and ending in March. While there are small areas of meadow, prairie and burnt-over land, the greater part of the land near Prince Rupert is covered with timber, and will cost from \$50.00 to \$150.00 an acre to clear, providing it is done by contract or hired help. Business is going on in Prince Rupert; there are over 120 separate business houses. Lots will be sold in May, and until lots are sold there can be no great amount of employment for mechanics, and less for clerks.

The land near Prince Rupert suitable for gardening or small farming is owned in great part by the Grand Trunk Pacific Railway Company and the Province of British Columbia, three-fourths by the former and one-fourth by the latter. This land, aggregating 15,000 to 20,000 acres, is now being surveyed in blocks of 5, 10, 20 and 40 acres, and when the survey is completed, the land will probably be sold. In December, 2,800 men were at work on the Grand Trunk Pacific railway, between this city and Copper River, a distance of 100 miles. The Prince Rupert Realty & Commercial Company, capitalized at \$400,000, has been incorporated. A 50,000 gallon reservoir will be constructed as soon as the material arrives.

VICTORIA, B. C., AND DISTRICT.

Mr. W. E. Ditchburn, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market in this city during the latter part of January and up to the 18th of February, had somewhat improved from the preceding month, though a large number of unemployed were noticed. The cold snap during the greater part of January was

responsible for the laying off of the majority of outside workers, but as soon as weather conditions permitted these all returned to work. Many of those now unemployed are men who make this city their winter quarters after a summer season in the northern parts of the province. It is expected that the middle of April will see an improvement. Those employed in the building trades are fairly constantly at work, principally on residential buildings, and it is predicted that this will be a good year on large business blocks and public buildings. There is also to be many municipal street improvements this year, and unskilled labour should find plenty of work. The skilled trades have been about normal.

During the month of January, the B. C. Electric Railway Company carried 339,080 passengers, as compared with 326,200 for the same month last year. The total number of passengers carried by this company during 1908 was 4,538,372, as compared with 3,779,941 for the year 1907, an increase of nearly 21 per cent.

The building permits for the month of January show a marked improvement over the same month of last year, the figures for last month being \$77,200, as compared with \$54,725 for the month of January, 1908. The building permits mentioned are only for buildings within the city limits, and have nothing to do with the large number of residences that are being constructed in the suburbs.

During the month of January, at the time of the municipal elections, a vote was taken on the question, "Shall Sunday closing of all stores be enforced throughout the city?" and was carried by a little over 100 majority, the vote being 1,198 for and 1,090 against. Only 2,288 ballots were marked on this question, while in the vote for the mayor 3,557 ballots were marked.

Both wholesale and retail trade was reported rather quiet during the past month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The Victoria creamery and

Milk Supply Company held its annual meeting, and a very satisfactory report was read by the managing director, showing an excess over liabilities of \$3,770. The amount paid to farmers during the year was \$50,542, bringing the total amount paid during the past eight years to \$600,000. The butter output for the year was 135,000 pounds. A dividend of 5 per cent. was declared. This Company will shortly construct a larger building in this city, and a pasteurizing, bottling and refrigerating plant will be installed.

It is expected the Victoria Fruit Growers' Association will shortly disband, and the members become incorporated under the Joint Stock Companies' Act. The growth of this association's business has been such that more extended powers are necessary. The association was organized under the Farmers' Institute Act, and it considered that this Act does not confer sufficiently wide powers.

Whaling.—The Pacific Whaling Company had a very successful year, and is paying a dividend of 14 per cent. on preferred stock and 7 per cent. on common stock, dividing \$50,550.50 of the \$71,070.36 profit made last year. The company operates three whaling stations, viz., Sechart, Kyquot and Pages Lagoons.

Shipbuilding.—The local ship yards have been kept fairly busy during the past month, principally on repair work. Tenders are being called for by the Grand Trunk Pacific Co., for the construction of two river steamers for the northern rivers. Bids are being asked both at Vancouver and Victoria, and will be awarded before the end of the month. If they are built in this city, it will help the wooden shipbuilding yards very materially, and will keep a large number of men at work for some time.

Lumbering.—A large shingle factory is about to be erected at Sydney, 18 miles from Victoria. The firm's name will be "The Conzers and Brown Shingle Company." All the local mills are running full time.

The other industries of the city reported business fair, employing only the regular hands.

NANAIMO, B. C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent,
reported as follows:—

GENERAL CONDITION OF THE LABOUR
MARKET.

The labour situation in this district has shown no change from last month, there being a large number of men out of work on account of the exceptionally wet weather which has prevailed, and the demand for coal from American ports usual at this time of the year having fallen off. Wholesale and retail merchants reported business quiet, but look for an improvement when the spring opens. There have been no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There is very little activity among the farmers as yet.

Fishing.—Herring fishing has just closed for the season; from reports, the catch has been in the neighbourhood of 20,000

tons. The business is nearly all in the hands of the Japanese.

Lumbering.—While there has not been much increase among the sawmills, an early improvement is expected. The principal lumber company in the district is already starting up for the season. There has been very little work in the logging camps.

Mining.—Work in the coal mines has been quiet, with a lot of men looking for work.

Railway construction.—Camps have been hindered by the weather, as has also the clearing of land by the C. P. R. Co., for fruit growing.

CONDITION OF PARTICULAR TRADES.

The building trades have been quiet, and machinists and engineers also reported work quiet. Blacksmiths and carriage makers have had a fair month. Tailors were very quiet. Teamsters and expressmen have been dull. The month has been very dull for unskilled labour, there being a large number of men out of work.

LABOUR ORGANIZATION IN CANADA DURING 1908.

TABLES are published herewith* containing a list, by industries and groups of trades, of the labour organizations formed and dissolved in Canada during the year 1908, with details relating to locality, date of organization and other particulars.*

The tables, with accompanying matter, are designed to present an analytical review of the progress of labour organiza-

tion in the Dominion during the past calendar year, and are similar in form and scope to the annual reviews previously published by the Department each year since 1903.

The General Result.

According to the information received by the Department up to the end of February, 1909, the total number of labour organizations formed in Canada during 1908 was 197, and of organizations dissolved, 90. There was accordingly a net increase of 107 during the year in the number of organizations in existence. Compared with 1907, the activity of organization was less pronounced, 232 organizations having been formed and 58 dissolved during that period, a gain of 174. The year, however, was much more active than 1906, in which 154 unions were formed and 85 dissolved, a gain of

*The tables are based on information collected by the Department of Labour during the year from the daily press, the trade journals of the different central labour organizations, and other sources, details having been obtained or verified by correspondence with the secretaries of unions, the organizers of central bodies, the correspondents of the *Labour Gazette*, and other persons in a position to furnish accurate information. Instances may have occurred of labour organizations in particular localities having been formed or dissolved without the fact being reported to the Department, though the extent of organization and dissolution in the several trades or provinces is indicated, it is thought, with considerable accuracy in the table. It was found especially difficult, however, in some instances to obtain exact information with regard to the causes leading to the surrendering of charters.

69; than 1905, in which 103 were formed and 105 dissolved, a loss of 2; or than 1903, in which 148 were formed and 104 dissolved, a gain of 44. The only other year, in addition to 1907, in which the formation of labour organizations was more active in Canada, since the record of the Department was established, was 1903, in which the total number of unions formed reached 275, and of unions dissolved, 54, a net gain of 221, being the largest recorded.

The Record by Industries and Trades.

The following is a statement, by industries and groups of trades, of the labour organizations formed and dissolved in Canada during 1908:—

Trades and Labour Councils.— Trades and Labour Councils were organized during 1908 at Sydney, N. S., Moncton and St. John, N. B., St. Johns, Que., and New Westminster, B. C.

Lumbering.—A federal labour union of camp cooks and cookees, chartered by the Trades and Labour Congress of Canada, was organized at Winnipeg, Man.

Mining.—The Provincial Workmen's Association of Nova Scotia organized 1 new lodge and dissolved 5 during 1908, all in Nova Scotia. The United Mine Workers of America organized 5 unions in Nova Scotia, 2 in Saskatchewan, 3 in Alberta and 2 in British Columbia, disbanding 3 which were previously in existence in Alberta. Two branches of the Western Federation of Miners, both in British Columbia, went out of existence.

The building trades.—A national union of bricklayers was formed at Ottawa, and 5 branches of the Bricklayers' and Masons' International Union in Western Canada. Among carpenters, 6 branches of the United Brotherhood of Carpenters and Joiners, and 5 branches of the Amalgamated Society of Carpenters and Joiners were organized, while 9 of the former organizations and 7 of the latter went out of existence. A district council, under the auspices of the United Brotherhood of Carpenters and Joiners, was formed at Sydney. Among lathers, 2 branches of the Wood, Wire and Metal Lathers' International Union were formed, and 2

dissolved. The Brotherhood of Painters, Decorators and Paper Hangers of America formed 2 unions and dissolved 5, while the United Association of Plumbers, Gas Fitters, Steam Fitters and Steam Fitters' Helpers formed 3 and dissolved 1. A Canadian Granite Cutters' Union was formed at Montreal, and a branch of the Journeymen Stonecutters' Association of North America was formed at Fernie. The Paving Cutters' Union of the United States and Canada formed 1 branch and dissolved 2, while the International Building Labourers' Union formed 2 and dissolved 1.

The metal, engineering and ship-building trades.—The International Association of Machinists formed 5 branches and dissolved 1, while the International Union of Steam Engineers formed 2 and dissolved 1. Seven Unions were organized by the International Brotherhood of Electrical Workers, and 1 dissolved. Two branches of the Metal Polishers', Buffers, Platers', etc., International Union were dissolved, and 1 formed; the Iron Moulders' Union of North America dissolved 3 branches; the Amalgamated Sheet Metal Workers' International Alliance, 1 branch, and the Stove Mounters' and Steel Range Workers' International Union 1 branch; the International Brotherhood of Boilermakers and Iron Shipbuilders formed 3 unions, and the International Union of Journeymen Horseshoers, 2 unions in Canada during 1908. A union des Constructeurs d'élevateurs was formed at Montreal.

The woodworking and furnishing trades.—In these trades one union was formed and one dissolved in 1908, the former being a branch of the Patternmakers' League of North America, and the latter a branch of the Piano and Organ Workers International Union.

The printing and allied trades.—Thirteen unions were formed and 1 dissolved during 1908. The latter was a branch of the International Brotherhood of Bookbinders. In the former were included 6 branches of the International Typographical Union, 3 branches of the International Printing Pressmen and Assistants' Union, 2 branches of the International Photo Engravers' Union, and a

Newsboys' Union. An [Allied Printing Trades Council was organized at Victoria, B.C.

The clothing trades.—The unions formed during the year included 2 branches of the Journeymen Tailors' Union of America, 3 branches of the United Garment Workers of America, and 2 branches of the International Boot and Shoe Workers' Union; while the unions dissolved included 2 branches of the Journeymen Tailors' Union of America, 4 branches of the United Garment Workers of America, a branch of the United Cloth Hat and Cap Makers of North America, and the Federation Canadienne de Cordonniers of St. Hyacinthe.

The textile trades.—One union was formed and 1 dissolved, the former being an International Union at Peterboro', and the latter a Textile Workers' Union at Chambly Canton, Que.

The food and tobacco preparation trades.—Two branches of the Journeymen Bakers' and Confectioners' International Union were formed, and 3 dissolved, in 1908. The International Union of United Brewery Workmen also organized 3 branches in Canada, and 1 branch was dissolved. Other unions formed under this heading were, a National Union of Bakers at Ottawa, and an International Meat Cutters' and Butcher Workmen's Union in the same city. A Cigarmakers' International Union at Kamloops, B. C., was dissolved.

Hotel and restaurant employees.—The Hotel and Restaurant Employees' International Alliance and Bartenders' International League of America organized 3 unions and dissolved 5 during 1908.

Miscellaneous trades.—Among the miscellaneous unions organized were, a Dominion Civil Servants' Association at New Westminster; a Federated Association of Letter-Carriers; 3 branches of the Journeymen Barbers' International Union; a Retail Clerks' International Protective Association; 2 National Unions of Musicians; 2 branches of the Musicians' Protective Union, and a National Union of Fruit Vendors. The unions dissolved included an International Broom-makers' Union, 2 branches of the International

Brotherhood of Papermakers, and an International Glass Workers' Union.

A Federation Nationale des Femmes was organized at Montreal, having eight branches.

The railway service.—Perhaps the most important single incident of the year was the organization of 14 branches of the International Brotherhood of Railway Employees in the Maritime Provinces and their subsequent absorption, except in two cases, by the Canadian Brotherhood of Railway Employees, a new and wholly Canadian organization which was formed during the month of November, with headquarters at Halifax, N. S. The new brotherhood, in addition to the central body, had 13 branches in operation at the end of the year.

Other railway unions formed during the year were as follows: A Federation of the Organization of Mechanical Employees of the Canadian Pacific Railway; 3 branches of the Order of Railway Conductors; 4 of the Brotherhood of Locomotive Engineers; 6 of the Brotherhood of Locomotive Firemen and Enginemen; 1 of the Order of Railway Telegraphers; 2 of the Order of Railway Trainmen; 10 of the International Brotherhood of Maintenance-of-Way Employees; 1 of the Brotherhood of Railway Clerks; 3 of the Brotherhood of Railway Carmen, and 2 of the Interior Freight Handlers' and Railway Clerks' International Union.

The organizations dissolved were as follows: A Federal Labour Union of Prince Edward Island railway employees; a branch of the Brotherhood of Railway Carmen of America, and 2 branches of the International Brotherhood of Maintenance-of-Way employees.

Street Railway employees.—Two branches of the Amalgamated Association of Street and Electric Railway Employees were formed.

General transport.—Four International Teamsters Unions were formed and 1 International Longshoremen's Union dissolved.

Aggregate Results by Industries and Groups of Trades During the Past Five Years.

The accompanying table sets forth the aggregate number of labour organi-

zations formed and dissolved in Canada during 1908, according to industries and groups of trades, compared with the years 1907, 1906, 1905 and 1904:—

TABLE SHOWING BY INDUSTRIES AND GROUPS OF TRADES THE NUMBER OF LABOUR ORGANIZATIONS FORMED AND DISSOLVED IN CANADA DURING 1904, 1905, 1906, 1907 AND 1908.

Industries or Groups of Trades.	1904		1905		1906		1907		1908	
	Unions Formed	Unions Dissolved.	Unions Formed	Unions Dissolved.	Unions Formed	Unions Dissolved.	Unions Formed	Unions Dissolved.	Unions Formed	Unions Dissolved.
Agriculture.....		1								
Fishing.....			5		12		1			
Lumbering.....						1			1	
Mining.....	14	4	3	1	7	5	19	2	13	10
Building.....	35	25	22	13	44	18	41	6	30	27
Metal.....	25	12	11	13	18	14	43	13	22	10
Woodworking.....	1	13	54	8	2	2	2	2	1	1
Printing.....	9	1	12	2	5	3	9	3	13	1
Clothing.....	20	3	7	4	7	6	8	4	7	8
Leather.....	1		2	2	3		1	1	1	1
Textile.....					11		11	3	1	1
Food and Tobacco Preparation.....	2	11	7	4	1	1	6		8	5
Hotel and Restaurant employees*.....							8		7	3
Railway employees.....							51	20	61	16
Street Railway employees†.....							2	1	2	
General transport.....	21	18	18	50	19	18	5		4	1
Miscellaneous.....	14	14	6	1	13	13	17	3	20	4
General Labour.....	5	7	4	2	4	2	5		2	
Trades & Labour Councils.....	5		2	1	8	2	3		5	
	148	104	103	105	154	85	232	58	196	90

*Included under "Food and Tobacco Preparation" in 1904, 1905 and 1906.

†Included under "General Transport" in 1904, 1905 and 1906.

It will be seen from the table that there has been an increase in the number of organizations in existence in all of the industries and groups of trades, with the exception of the clothing and leather trades, in each of which there has been a net loss of one, and the woodworking trades, in which the number remained unchanged. The most pronounced gain was among railway employees, who organized 61 new unions and dissolved 16, a gain of 45. The printing trades unions increased by 12, the metal by 12, the mining, the building and the food

and tobacco preparation trades unions by 3 each, and the hotel and restaurant employees and the street railway employees by 2 each. The number of miscellaneous trades unions increased by 16.

The Record by Provinces During the Past Five Years.

In the accompanying table, the number of unions formed and dissolved during 1904, 1905, 1906, 1907 and 1908 are set forth by provinces:—

TABLE SHOWING BY PROVINCES THE NUMBER OF LABOUR ORGANIZATIONS FORMED AND DISSOLVED IN CANADA DURING 1904, 1905, 1906, 1907 AND 1908.

Province.	1904		1905		1906		1907		1908	
	Unions Formed.	Unions Dissolved.	Unions Formed.	Unions Dissolved.	Unions Formed.	Unions Dissolved.	Unions Formed.	Unions Dissolved.	Unions Formed.	Unions Dissolved.
Nova Scotia.....	10	5	13	5	14	8	11	1	33	15
Prince Edward Isle.....				1		3			2	1
New Brunswick....	3	4	5	6	1	5	1	1	20	7
Quebec.....	38	15	18	18	37	19	51	11	27	15
Ontario.....	62	65	40	57	44	31	94	33	41	31
Manitoba.....	12	3	9	5	17	3	6	4	12	3
Saskatchewan.....	13	4	5		10	1	13	1	12	4
Alberta.....			9	1	18	5	28	1	21	8
British Columbia..	10	8	4	8	12	8	22	6	27	6
Yukon.....									1	
Total.....	148	104	103	101	153	85	232	58	196	90

Though Ontario heads the list in 1908, as in previous years, in the number of organizations formed and dissolved, it no longer shows the largest net gain among the provinces, British Columbia standing first in this particular with an increase of 21. Nova Scotia also shows a higher net increase than Ontario, viz., 8, the result of the activity of the United Mine Workers, the International Brotherhood of Railway Employees, and the Canadian Brotherhood of Railway Employees. New Brunswick, Quebec and Alberta also recorded higher net gains than Ontario, viz., 13, 12 and 13 respectively. The feature of the year, accordingly, from the standpoint of locality, was a comparative decline in activity of organization in Ontario and Quebec, accompanied by a very marked increase in the Maritime Provinces, and a continuation of activity which has been pronounced in the western provinces since 1906.

Record by Months of Labour Organizations Formed, 1904, 1905, 1906, 1907 and 1908.

The Department secured information with regard to the date of formation of 29 labour organizations formed during 1908, compared with 171 during 1907, 27 during 1906, 94 during 1905, 113 during 1904 and 243 during 1903. The record by months for these years is shown in the following table:—

TABLE SHOWING BY MONTHS, NUMBER OF LABOUR ORGANIZATIONS FORMED IN CANADA DURING 1904, 1905, 1906, 1907 AND 1908.

Month.	Number of Organizations Formed.				
	1904	1905	1906	1907	1908
January.....	13	18	6	23	11
February.....	15	2	7	15	10
March.....	10	9	10	19	11
April.....	10	8	7	12	19
May.....	14	13	15	13	11
June.....	10	7	7	20	6
July.....	7	7	15	13	7
August.....	11	6	17	14	10
September.....	7	7	11	11	7
October.....	5	6	24	15	9
November.....	9	7	3	8	21
December.....	2	3	5	8	7

The high record for November in 1908, usually a dull month from the present standpoint, is accounted for by the activity of the International Brotherhood of Railway Employees in the Maritime Provinces.

Organization Operations of Central Organisations During 1908.

The following table, based upon the detailed returns of labour organizations formed and dissolved during 1908, shews the number of charters issued and withdrawn by or returned to certain central international organizations during the year*:

*Statements relating to the membership of the Trade^s and Labour Congress of Canada, the Canadian Federation of Labour, the Provincial Workmen's Association of Nova Scotia, the Federation of Textile Workers of Canada, the Fishermen's Union of Nova Scotia, and the Canadian Association of Stationary Engineers, were published in the *Labour Gazette* for October, 1908.

TABLE SHOWING NUMBER OF CHARTERS ISSUED AND WITHDRAWN IN CANADA DURING 1908 BY CERTAIN INTERNATIONAL LABOUR ORGANIZATIONS.

Name of Organization.	Number of Charters issued.	Number of Charters withdrawn or returned.
<i>Mining—</i>		
Western Federation of Miners.....		2
United Mine Workers of America.....	12	3
<i>Building trades—</i>		
Bricklayers' and Masons' International Union.....	5	
Wood, Wire and Metal Lathers' International Union.....	2	2
Amalgamated Society of Carpenters and Joiners.....	5	7
United Brotherhood of Carpenters and Joiners.....	7	9
Inter. Bro. of Painters, Decorators and Paperhangers of America.....	2	5
United Assoc. of Plumbers, Gas and Steamfitters and Steamfitters' Helpers.....	3	1
Journeyman Stonecutters' Assoc. of North America.....	1	
Paving Cutters' Union of U. S. and Canada.....	1	2
Inter. Hod Carriers' and Builders' Labourers' Union of America.....	2	1
<i>Metal Trades—</i>		
Iron Moulders' Union of North America.....		3
Inter. Bro. of Boiler Makers and Iron Shipbuilders.....	3	
Inter. Bro. of Electrical Workers and Linemen.....	7	1
Inter. Assoc. of Machinists.....	5	1
Inter. Assoc. of Steam Engineers.....	2	1
Metal Polishers, Buffers, Platers, etc.....	1	2
Inter. Bro. of Journeyman Horseshoers.....	2	
Amalgamated Sheet Metal Workers' International Alliance.....		1
Stove Mounters' and Steel Range Workers' Inter. Union.....		1
Inter. Assoc. of Bridge and Structural Ironworkers.....	1	
<i>Woodworking Trades—</i>		
Pattern Makers' League of N. A.....	1	
Plano and Organ Workers' Inter. Union.....		1
<i>Printing Trades—</i>		
Inter. Typographical Union.....	6	1
Inter. Printing Pressmen and Assistants.....	3	
Inter. Bro. of Bookbinders.....		1
Inter. Photo Engravers' Union.....	2	
Inter. Bro. of Paper Makers.....	2	2
<i>Clothing Trades—</i>		
Journeyman Tailors' Union of North America.....	2	2
United Garment Workers of America.....	3	4
Boot and Shoe Workers' Inter. Union.....	2	
United Cloth Hat and Cap Makers.....		1
<i>Leather Trades—</i>		
Travellers' Goods and Novelty Leather Workers.....		1
<i>Food and Tobacco Preparation Trades—</i>		
Amalgamated Meat Cutters' and Butchers' Workers.....	1	
Journeyman Bakers' and Confectioners' Inter. Union.....	2	3
United Brewery Workers of America.....	3	1
Cigarmakers' Inter. Union.....		1
Inter. Union of Flour and Cereal Mill Workers.....	1	
<i>Railway Service—</i>		
Order of Railway Conductors.....	3	
Bro. of Locomotive Engineers.....	4	
Bro. of Locomotive Firemen and Enginemen.....	6	
Bro. of Railway Trainmen.....	2	
Bro. of Railway Carmen.....	3	1
Order of Railway Telegraphers.....	1	
Bro. of Maintenance-of-Way Employees.....	10	2
Interior Freight Handlers and Ry. Clerks.....	2	
Inter. Bro. of Railway Employees.....	14	12
<i>General Transport—</i>		
Inter. Bro. of Teamsters.....	4	
Inter. Longshoremen's Association.....		1
Amal. Society of Street and Electric Ry. Employees.....	2	
<i>Miscellaneous Trades—</i>		
Hotel and Restaurant Employees' Inter. Alliance and Bartenders' Inter. League.....	7	5
American Federation of Musicians.....	2	
Retail Clerks' Association.....	1	
Inter. Glass Workers' Union.....	1	1
Inter. Broom Makers' Union.....		1
Journeyman Barbers' Inter. Union.....	3	
Federated Assoc. of Letter-Carriers.....	1	
<i>General Labour—</i>		
Federal Labour Union.....	2	
<i>The Textile Trades—</i>		
Textile Workers' Union of America.....	1	

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIE F., No. 12.

TABLE OF LABOUR ORGANIZATION FORMED IN CANADA DURING 1908.

Name and Class of Organization.	Locality.	Date of Organization.
<i>Trades and Labour Councils—</i>		
Trades and Labour Council.....	Sydney, N. S.....	September ¹
Trades and Labour Council.....	Moncton, N.B.....	July 24 ²
Trades and Labour Council.....	St. John, N.B.....	" ³
Trades and Labour Council.....	St. John, Que.....	"
Trades and Labour Council.....	New Westminster, B.C.....	April 19.
<i>Lumbering—</i>		
Camp cooks and cookees, F.L.U. No. 6 (T. & L.C. of C.).....	Winnipeg, Man.....	June 6.
<i>Mining—</i>		
Hastings' Lodge, Provincial Workmen's Association.....	Port Hastings, No. 6.....	
United Mine Workers of America, No. 469.....	Springhill, N.S.....	December ⁴
United Mine Workers of America, No. 576.....	Glace Bay, N.S.....	
United Mine Workers of America, No. 739.....	Bridgeport, N.S.....	
United Mine Workers of America, No. 1,807.....	Chignecto Mines, N.S.....	December 19.
United Mine Workers of America, No. 2,366.....	River Hebert, N.S.....	
United Mine Workers of America, No. 2,682.....	Estevan, Sask.....	
United Mine Workers of America, No. 2,648.....	Roche Perce, Taylorton, Sask.....	
United Mine Workers of America, No. 2,715.....	Cardiff, Morinville, Alta.....	
United Mine Workers of America, No. 2,698.....	Cochrane, Alta.....	
United Mine Workers of America, No. 2,589.....	Lethbridge, Alta.....	
United Mine Workers of America, No. 2,688.....	Carbonado, B.C.....	
United Mine Workers of America,	Corbin, B.C.....	
<i>The Building Trades—</i>		
National Union of Bricklayers, No. 71.....	Ottawa, Ont.....	
Bricklayers and Masons International Union, No. 3.....	Saskatoon, Sask.....	September 12.
Bricklayers and Masons International Union, No. 4.....	Prince Albert, Sask.....	September 23.
Bricklayers and Masons International Union, No. 5.....	Medicine Hat, Alta.....	July 6.
Bricklayers and Masons International Union, No. 4.....	Nelson, B.C.....	August.
Bricklayers and Masons International Union, No. 3.....	Fernie, B.C.....	August 27.
District Council, United Brotherhood of Carpenters and Joiners.....	Sydney, N.S.....	
United Brotherhood of Carpenters and Joiners of America, No. 1,926.....	Yarmouth, N.S.....	
United Brotherhood of Carpenters and Joiners of America, No. 1,390.....	Saskatoon, Sask.....	August, 15.
United Brotherhood of Carpenters and Joiners of America, No. 1,018.....	Macleod, Alta.....	
United Brotherhood of Carpenters and Joiners of America,	Cranbrook, B.C.....	
United Brotherhood of Carpenters and Joiners of America,	Hosmer, B.C.....	June.
United Brotherhood of Carpenters and Joiners of America, No. 1,435.....	Vancouver (North), B.C.....	September 15.
Amalgamated Society of Carpenters and Joiners, No. 2.....	Montreal, Que.....	March 30.
Amalgamated Society of Carpenters and Joiners,	Port William, Ont.....	
Amalgamated Society of Carpenters and Joiners.....	Haileybury, Ont.....	February 7.
Amalgamated Society of Carpenters and Joiners.....	Fernie, B.C.....	
Amalgamated Society of Carpenters and Joiners.....	Hosmer, B.C.....	
Wood, Wire and Metal Lathers' International Union, No. 60.....	Ottawa, Ont.....	August.
Wood, Wire and Metal Lathers' International Union, No. 304.....	Fernie, B.C.....	
Bro. of Painters, Decorators & Paperhangers of America, No. 675.....	Fredericton, N.B.....	October.
Bro. of Painters, Decorators & Paperhangers of America, No. 384.....	Lethbridge, Alta.....	March 19.
United Asso. of Plumbers, Gas Fitters, Steam Fitters and Steam Fitters' Helpers of United States and Canada.....	Halifax, N.S.....	July 20 ⁵ .
United Asso. of Plumbers, Gas Fitters, Steam Fitters and Steam Fitters' Helpers of United States and Canada, No. 348.....	Lethbridge, Alta.....	December 21.
United Asso. of Plumbers, Gas Fitters, Steam Fitters, and Steam Fitters' Helpers of United States and Canada, No. 495.....	New Westminster, B.C.....	

¹ Former Council was reported dissolved in October, 1907; date or cause of dissolution not ascertained.

² A former Council was organized in February, 1904.

³ A former Council was organized in December, 1901.

⁴ This Union includes members of former Pioneer & Mechanic Lodges, P.W.A., except those engaged in the Railway Department.

⁵ Originally organized March 23, 1898, as a Local Independent Union: On July 20, 1908, became affiliated with International.

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TABLE OF LABOUR ORGANIZATION FORMED IN CANADA DURING 1908.

Name and Class of Organization.	Locality.	Date of Organization.
Canadian Granite Cutters' Union.....	Montreal, Que.....	February 24.
Paving Cutters' Union of United States and Canada, No. 82.....	St. Canute, Que.....	May 29.
Journeymen Stonecutters' Association of North America.....	Fernie, B.C.....	October 3.
Inter. Hod Carriers and Building Labourers' Union, No. 297.....	Montreal, Que.....	
Inter. Hod Carriers and Building Labourers' Union, No. 286.....	London, Ont.....	
<i>The Metal, Engineering and Shipbuilding Trades—</i>		
Inter. Association of Machinists, No. 469.....	Glace Bay, N.S.....	April 30.
Inter. Association of Machinists, No. 631.....	Point St. Charles, Montreal, Que.....	December 23.
Inter. Association of Machinists, No. 518.....	Parry Sound, Ont.....	May.
Inter. Association of Machinists, No. 820.....	Port Arthur, Ont.....	April 4.
Inter. Association of Machinists, No. 817.....	Edmonton, Alta.....	January.
Inter. Union of Steam Engineers, No. 366.....	Regina, Sask.....	May 22.
Inter. Union of Steam Engineers, No. 360.....	Dawson, Yukon.....	
L'Union des Constructeurs d'Élévateurs.....	Montreal, Que.....	March 11.
Inter. Brotherhood of Electrical Workers.....	Halifax, N.S.....	July 7.
Inter. Brotherhood of Electrical Workers, No. 629.....	Moncton, N.B.....	November.
Inter. Brotherhood of Electrical Workers.....	Lethbridge, Alta.....	October 19.
Inter. Brotherhood of Electrical Workers, No. 612.....	Grand Forks, B.C.....	
Inter. Brotherhood of Electrical Workers, No. 618.....	Nelson, B.C.....	May.
Inter. Brotherhood of Electrical Workers, No. 618.....	Vancouver, B.C.....	May.
Inter. Brotherhood of Electrical Workers (Inside workers) No. 621.....	Vancouver, B.C.....	May.
Inter. Brotherhood of Electrical Workers, No. 610.....	Ottawa, Ont.....	October.
Metal Polishers, Buffers, Platers, Brass Moulders and Brass and Silver Workers' Union of America, No. 63.....	Toronto, Ont.....	
Inter. Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America, No. 63.....	Toronto, Ont.....	
Inter. Brotherhood of Boiler Makers, Iron Ship Builders and Helpers of America, No. 244.....	West Toronto, Ont.....	
Inter. Brotherhood of Boiler Makers, Iron Ship Builders and Helpers of America, No. 243.....	Medicine Hat, Alta.....	March 1.
Inter. Asso. of Bridge and Structural Iron Workers, No. 30.....	Lethbridge, Alta.....	July 18.
Inter. Union of Journeymen Horseshoers, No. 71.....	Montreal, Que.....	
Inter. Union of Journeymen Horseshoers.....	Vancouver, B.C.....	Novembre.
<i>The Woodworking and Furnishing Trades—</i>		
Pattern Makers League of North America.....	Oshawa, Ont.....	
<i>The Printing and Allied Trades—</i>		
Allied Printing Trades' Council.....	Victoria, B.C.....	August.
Inter. Typographical Union, No. 636.....	Moncton, N.B.....	November.
Inter. Typographical Union, No. 204.....	Kingston, Ont.....	October 8.
Inter. Typographical Union, No. 459.....	St. Thomas, Ont.....	April 1. ⁹
Inter. Typographical Union, No. 553.....	Windsor, Ont.....	November 1 ¹⁰
Inter. Typographical Union, No. 555.....	Fernie, B.C.....	November.
Inter. Typographical Union, 632.....	New Westminster, B.C.....	April 4 ¹¹
Inter. Printing Pressmen and Assistants' Union, No. 135.....	Berlin, Ont.....	November 30.
Inter. Printing Pressmen and Assistants' Union, No. 173.....	London, Ont.....	October 3.
Inter. Printing Pressmen and Assistants' Union, No. 129.....	St. Thomas, Ont.....	October 14.
Photo Engravers Inter. Union of North America, No. 9.....	Montreal, Que.....	
Photo Engravers Inter. Union of North America.....	Ottawa, Ont.....	
Toronto News Boys' Union, No. 16.....	Toronto, Ont.....	April.

⁶ Formerly Local No. 188 of International Labourers' Union organized in 1894, but withdrew in 1907 on account of receiving no statement of finances from the head office; later affiliated with International Hod Carriers and Building Labourers' Union.

⁷ Organized April 2, 1907; affiliated with International July, 1908.

⁹ Former branch of I.T.U., No. 204 was organized in March, 25, 1902; suspended by International on October 19, 1906.

¹⁰ A former union was organized October 5, 1901 but was dissolved October 19, 1906, owing to non-payment of dues and assessments.

¹¹ Organized September 30, 1907. Former organization No. 550 was formed in October 16, 1902 and dissolved in December, 1906; re-organized November 1, 1908.

¹² A former union No. 264 was organized July 26, 1898, but was reported as having amalgamated with Vancouver Typographical Union.

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Name and Class of Organization.	Locality.	Date of Organization.
<i>The Clothing Trades—</i>		
Journeyman Tailors' Union of America, No. 307.....	Sydney, N.S.....	October 9.
Journeyman Tailors' Union of America, No. 275.....	Regina, Sask.....	April 1.
United Garment Workers of America, No. 11.....	Port Hope, Ont.....	January 1.
United Garment Workers of America, No. 190.....	Windsor, Ont.....	January 8.
Cloak Makers' Union, No. 48.....	Toronto, Ont.....	May 27.
Inter. Boot and Shoe Workers' Union.....	Fredericton, N.B.....	September 30.
Inter. Boot and Shoe Workers' Union.....	St. Hyacinthe, Que.....	November.
<i>The Textile Trades—</i>		
Textile Workers' Union of America.....	Peterborough, Ont.....	March 7.
<i>Food and Tobacco Preparation—</i>		
National Union of Bakers, No. 3.....	Ottawa, Ont.....	March.
Journeyman Bakers and Confectioners' Inter. Union, No. 34.....	Winnipeg, Man.....	
Journeyman Bakers' and Confectioners' Inter. Union, No. 87.....	Toronto, Ont.....	March 18.
Inter. Union of Flour and Cereal Mill Workers, No. 94.....	Lethbridge, Alta.....	February 1.
Amalgamated Meat Cutters' and Butcher Workmen, No. 466.....	Ottawa, Ont.....	
Inter. Union of United Brewery Workmen of America, No. 373.....	Port Hope, Ont.....	January 1.
Inter. Union of United Brewery Workmen of America, No. 124.....	Calgary, Alta.....	
Inter. Union of United Brewery Workmen of America, No. 354.....	Elk Valley, Alta.....	
<i>Hotel and Restaurant Employees—</i>		
Hotel and Restaurant Employees' Inter. Alliance and Bartenders Inter. League of America, No. 301 (waiters and waitresses).....	Kingston, Ont.....	June.
Hotel and Restaurant Employees' Inter. Alliance and Bartenders Inter. League of America, (waiters and waitresses).....	Lethbridge, Alta.....	December 17.
Hotel and Restaurant Employees' Inter. League, No. 506.....	Chatham, Ont.....	April.
Hotel and Restaurant Employees' Inter. League, No. 205.....	Berlin, Ont.....	November 12.
Hotel and Restaurant Employees' Inter. League, No. 307.....	Galt, Ont.....	January.
Hotel and Restaurant Employees' Inter. League, No. 727.....	Moose Jaw, Sask.....	August.
Hotel and Restaurant Employees' Inter. League.....	Phoenix, B.C.....	April.
<i>The Railway Service—</i>		
Canadian Brotherhood of Railway Employees.....	Halifax, N.S.....	November 14.
Canadian Brotherhood of Railway Employees, No. 4.....	Newcastle, N.B.....	November 15.
Canadian Brotherhood of Railway Employees, No. 5.....	Moncton, N.B.....	November 16.
Canadian Brotherhood of Railway Employees, No. 6.....	Moncton, N.B.....	November 17.
Canadian Brotherhood of Railway Employees, No. 7.....	Moncton, N.B.....	November 18.
Canadian Brotherhood of Railway Employees, No. 3.....	Campbellton, N.B.....	November 19.
Canadian Brotherhood of Railway Employees, No. 8.....	St. John, N.B.....	November 20.
Canadian Brotherhood of Railway Employees, No. 11.....	Sydney, N.S.....	November 21.
Canadian Brotherhood of Railway Employees, No. 10.....	Mulgrave, N.S.....	November 22.
Canadian Brotherhood of Railway Employees, No. 14.....	Halifax, N.S.....	November 23.
Canadian Brotherhood of Railway Employees, No. 15.....	Halifax, N.S.....	December.
Canadian Brotherhood of Railway Employees, No. 17.....	Springhill, N.S.....	December.

¹² This league was originally organized July 16, 1901; dissolved during 1906, and re-organized.¹⁴ This organization comprises I.C.R. employees exclusive of members of the brotherhoods in the operating departments.¹⁵ This lodge which was formerly Division No. 141, I.B. of R. E. was organized April 26, 1908 but affiliated with C. B. of R. E. in November, 1908.¹⁶ This lodge which was formerly a division of the I.B. of R.E. was organized August 6, 1908 but affiliated with C. B. of R. E. in November, 1908.¹⁷ This lodge which was formerly a division of the I. B. of R. E. was organized August 6, 1908 but affiliated with C. B. of R. E. in November, 1908.¹⁹ This lodge which was formerly a division of the I.B. of R. E. was organized January 19, 1908 but affiliated with C. B. of R. E. in November, 1908.²⁰ This lodge which was formerly a division of the I.B. of R.E. was organized April 20, 1908 but affiliated with C. B. of R. E. in November, 1908.²¹ This lodge which was formerly a division of the I.B. of R.E. was organized February 4, 1908 but affiliated with C. B. of R. E. in November, 1908.²² This lodge which was formerly a division of the I.B. of R. E. was organized February 4, 1908 but affiliated with C. B. of R. E. in November, 1908.²³ This lodge which was formerly a division of the I.B. of R. E. was organized January 29, 1908 but affiliated with C. B. of R. E. in November, 1908.

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Name and Class of Organization.	Locality.	Date of Organization.
Canadian Brotherhood of Railway Employees, No. 12.....	Halifax, N.S.....	November ²⁴
Canadian Brotherhood of Railway Employees, No. 9.....	Truro, N.S.....	November ²⁵
Inter. Brotherhood of Railroad Employees, No. 142.....	Charlottetown, P.E.I.....	April.
Inter. Bro. of Railroad Employees (P.E.I. Railway Division), No. 143	Sydney, N.S.....	February.
Inter. Bro. of Railroad Employees (P.E.I. Railway Division) No. 135	Mulgrave, N.S.....	February.
Inter. Bro. of Railroad Employees (P.E.I. Railway Division) No. 137	Pictou, N.S.....	April.
Inter. Bro. of Railroad Employees (P.E.I. Railway Division) No. 133 (Parlor, Dining and Sleeping Car employees).....	Halifax, N.S.....	January.
Inter. Bro. of Railroad Employees (P.E.I. Railway Division) No. 134	Halifax, N.S.....	February.
Inter. Bro. (P.E.I. Railway Division) No. 138, (Freight Handlers)	Truro, N.S.....	April.
Inter. Bro. of Railroad Employees (P.E.I. Railway Division) (Office Clerks).....	Moncton, N.B.....	August.
Inter. Bro. of Railroad Employees (P.E.I. Railway Division) (Bridge Builders).....	Moncton, N.B.....	August.
Inter. Bro. of Railroad Employees (P.E.I. Railway Div.) No. 132.....	Moncton, N.B.....	January.
Inter. Bro. of Railroad Employees (P.E.I. Ry. Div.) No. 140.....	St. John, N.B.....	April.
Inter. Bro. of Railroad Employees (P.E.I. Ry. Div.) No. 141.....	New Castle, N.B.....	April.
Inter. Bro. of Railroad Employees (P.E.I. Ry. Div.) No. 130.....	Campbellton, N. B.....	January.
Federation of Railway Employees.....	¹⁸	May.
Order of Railway Conductors, No. 531.....	Parry Sound, Ont.....	June 21.
Order of Railway Conductors, No. 512.....	Dauphin, Man.....	January ¹² .
Order of Railway Conductors, No. 536.....	Port Arthur, Ont.....	June 14.
Brotherhood of Locomotive Engineers, No. 753.....	Quebec, Que.....	May 3.
Brotherhood of Locomotive Engineers, No. 749.....	Rainy River, Ont.....	
Brotherhood of Locomotive Engineers, No. 764.....	Rivers, Man.....	
Brotherhood of Locomotive Engineers, No. 750.....	Lethbridge, Alta.....	April 19.
Bro. of Locomotive Firemen and Enginemen, No. 737.....	Sydney Mines, N.S.....	
Bro. of Locomotive Firemen and Enginemen, No. 738.....	Gibson, N.B.....	
Bro. of Locomotive Firemen and Enginemen, No. 747.....	Montreal, Que.....	
Bro. of Locomotive Firemen and Enginemen, No. 756.....	New Toronto, Ont.....	
Bro. of Locomotive Firemen and Enginemen, No. 746.....	Rivers, Man.....	July ¹⁹ .
Bro. of Locomotive Firemen and Enginemen, No. 735.....	Lethbridge, Alta.....	
Order of Railroad Telegraphers, No. 131.....	Tring Junction, Que.....	March 4.
Order of Railroad Trainmen, No. 802.....	Shawinigan Junction, Que.....	
Order of Railroad Trainmen, No. 793.....	Edmonton, Alta.....	January ¹² .
Inter. Bro. of Maintenance of Way Employees, No. 559.....	St. George, N.B.....	January ¹³⁰ .
Inter. Bro. of Maintenance of Way Employees, No. 92.....	Cedar Hall, Que.....	
Inter. Bro. of Maintenance of Way Employees, No. 568.....	St. Evariste, Que.....	
Inter. Bro. of Maintenance of Way Employees, No. 569.....	Tring Junction, Que.....	
Inter. Bro. of Maintenance of Way Employees, No. 570.....	Weedon, Que.....	
Inter. Bro. of Maintenance of Way Employees, No. 179.....	Finch, Ont.....	
Inter. Bro. of Maintenance of Way Employees, No. 579.....	Minto, Man.....	
Inter. Bro. of Maintenance of Way Employees, No. 551.....	Portage la Prairie, Man.....	
Inter. Bro. of Maintenance of Way Employees, No. 430.....	Roland, Man.....	
Inter. Bro. of Maintenance of Way Employees, No. 373.....	Wetaskiwin, Alta.....	
Bro. of Railway Clerks, No. 218.....	Sarnia, Ont.....	February 15.
Bro. of Railway Carmen, No. 369.....	Truro, N.S.....	May 14.
Bro. of Railway Carmen, No. 493.....	Parry Sound, Ont.....	July 1.
Bro. of Railway Carmen, No. 481.....	Revelstoke, B.C.....	
Interior Freight Handlers and Railway Clerks' Inter. Union No. 127	Halifax, N.S.....	
Interior Freight Handlers and Railway Clerks' Inter. Union, No. 128	Truro, N.S.....	
<i>Street Railway Employees—</i>		
Amal. Asso. of Street and Electric Railway Employees, No. 508....	Halifax, N.S.....	August 3.
Amal. Asso. of Street and Electric Railway Employees, No. 541....	Sydney, N.S.....	October 8.
<i>General Transport—</i>		
Inter. Bro. of Teamsters, No. 192 (Cab drivers' union).....	Ottawa, Ont.....	June.
Inter. Bro. of Teamsters, No. 56.....	Brandon, Man.....	May 18.

²⁴ This lodge which was formerly a division of the I.B. of R. E. was organized February 4, 1908 but affiliated with C. B. of R. E. in November, 1908.

²⁵ This lodge which was formerly a division of the I.B. of R.E. was organized April 1, 1908 but affiliated with C. B. of R. E. in November, 1908.

¹³ Includes mechanical organizations of Canadian Pacific Railway Co. from the Atlantic to the Pacific.

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Name and Class of Organization.	Locality.	Date of Organization.
<i>General Transport—</i>		
Inter. Bro. of Teamsters, No. 123.....	Regina, Sask.....	February, 20.
Inter. Bro. of Teamsters, No. 141.....	Fernie, B.C.....	March 17.
<i>Miscellaneous—</i>		
Dominion Civil Servants' Association.....	New Westminster, B.C.....	February.
Federated Asso. of Letter Carriers, No. 9.....	Brandon, Man.....	November 1.
Journeymen Barbers' Inter. Union of America, No. 258.....	Halifax, N.S.....	March 3.
Journeymen Barbers' Inter. Union of America, No. 589.....	Moose Jaw, Sask.....	May.
Journeymen Barbers' Inter. Union of America, No. 573.....	New Westminster, B.C.....	August 26.
Retail Clerks' Inter. Protective Association, No. 1191.....	Lethbridge, Alta.....	April.
National Union of Musicians, No. 72.....	Winnipeg, Man.....	September.
National Union of Musicians, No. 73.....	Moose Jaw, Sask.....	
National Union of Musicians, No. 69.....	Vancouver, B.C.....	March 12 ²⁸ .
Musicians' Protective Union, No. 474.....	Moose Jaw, Sask.....	February 9.
Musicians' Protective Union, No. 497 (Local A.F. of L.).....	Lethbridge, Alta.....	September, 15
National Union of Fruit Vendors, No. 57.....	Montreal, Que.....	
Asso. des Institutrices, Fédération Nationale de Femmes.....	Montreal, Que.....	
Asso. des employés de manufactures, Fédération Nat. de Femmes.....	Montreal, Que.....	
Asso. des employés de magasins, Fédération Nationale de Femmes.....	Montreal, Que.....	
Asso. des employés de bureaux, Fédération Nationale de Femmes.....	Montreal, Que.....	
Asso. des employés de téléphone, Fédération Nationale de Femmes.....	Montreal, Que.....	
Asso. des Aides Menagères, Fédération Nationale de Femmes.....	Montreal, Que.....	
Cercle des Demoiselles de St. Pierre Fédération Nationale de Femmes.....	Montreal, Que.....	
Groupe des Dames du Travail Fédération Nationale de Femmes.....	Montreal, Que.....	
<i>Unskilled Labour—</i>		
Federal Labour Union, No. 1 (D.T. of L.C.).....	Brandon, Man.....	April 11.
Labourers' Protective Union, A.F. of L., No. 12,667.....	Fernie, B.C.....	April 1.

²⁸ Charter issued by the National Trades and Labour Congress.

Name and Class of Organization.

[illegible]

<i>The Leather Trades—</i>	St. Johns, Que.	Oct. 16, 1907	Reported dissolved in Nov., 1908.
Travelers' Goods and Novelty Leather Workers' Union, No. 30	Sherbrooke, Que.	Oct. 28, 1900	Dissolved through trade inactivity.
<i>The Textile Trades—</i>	Chatham, Ont.	Mar., 1907	"
Textile Workers' Union, No. 14	Sarnia, Ont.	Feb. 4, 1903	"
<i>The Food and Tobacco Preparation Trades—</i>	Port Colborne, Ont.	1907	Omitted from official list in June, 1908.
Inter. Union of Bakery and Confectionery Workers of America,	Galt, Ont.	1906	Dissolved early in 1908.
Inter. Union of Bakers and Confectionary Workers of America,	Brantford, Ont.	April 12, 1907	Omitted from official list in April, 1908.
Cigar Makers' Inter. Union, No. 400	Red Deer, Alta.	June 6, 1904	Suspended Mar. 31, 1908.
United Brewery Workers' Union, No. 170	Berlin, Ont.		Dissolved in August, 1908, owing to dulless in trade.
<i>The Printing Trades—</i>	Montreal, Que.	Oct. 6, 1900	Omitted from official list in November, 1908
Inter. Bro. of Bookbinders, No. 91	Stratford, Ont.	Oct. 26, 1904	Dissolved, Apr., 1908, through members leaving locality.
<i>The Clothing Trades—</i>	North Bay, Ont.	May 3, 1905	Dissolved Feb., 1908, through members leaving locality.
Journeyman Tailors' Union of America, No. 186	Montreal, Que.	Dec. 1, 1902	Suspended for non-payment of dues.
United Garment Workers of America, No. 134, (coat tailors)	"	April, 1897	"
" " " " " " " "	"	Nov., 1905 ^a	"
United Cloth Hat and Cap Makers of N. A., No. 33	"	Dec., 1903	"
Federation Canadienne des Cordonniers	St. Hyacinthe, Que.	Dec., 1903	Dissolved in November, 1908, when an inter. union of boot and shoe workers was formed.
<i>The Leather Trades—</i>	Montreal, Que.	Feb. 26, 1906	
Travelers' Goods and Novelty Leather Workers' Union, No. 30	Chambly Canton, Que.	Mar., 1907	Reported dissolved, Dec., 1908.
<i>The Textile Trades—</i>	West Toronto, Ont.	Mar. 18, 1898	
Textile Workers' Union, No. 14	Calgary, Alta.	August, 1907	
<i>The Food and Tobacco Preparation Trades—</i>	Vancouver, B.C.	Oct. 9, 1899	Factory moved to Victoria, B.C., and members left locality.
Inter. Union of Bakery and Confectionary Workers of America,	Kamloops, B.C.	April 7, 1897	Union ceased to exist through difficulty in securing supplies.
Cigar Makers' Inter. Union, No. 400	Berlin, Ont.	Oct. 4, 1907	
United Brewery Workers' Union, No. 170			

¹ Reorganized August 15, 1906.

² Reorganized 1906.

³ Norwood Branch.

⁴ An earlier union was formed in 1902 and dissolved in 1908.

⁵ No. 400 of I.B. of E. W. was formed in Ottawa in May, 1903, and dissolved in 1904. An earlier union was formed in 1902 and dissolved in 1908.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF FEBRUARY, 1909.

ONE application for the establishment of a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act, 1907, was received in the Department during the month of February, as follows:—

On behalf of the employees of the Manitoba Cartage Company, Limited, of Winnipeg, Man., the number of employees concerned being estimated at 40 directly and 260 indirectly.

Earlier Applications.

Of applications received prior to the beginning of February, proceedings in connection with which remained at that date unfinished, there were the following, namely:—

(1) On behalf of the employees of the John Ritchie Company, boot and shoe manufacturers, Quebec;

(2) On behalf of the commercial telegraphers employed on the lines of the Michigan Central Railway Company, and alleged in the application to be, so far as concerns the matters in dispute, in the service of the Great North Western Telegraph Company;

(3) On behalf of the station and telegraph employees of the Kingston and Pembroke Railway Company.

Report Received During February.

During the month of February, the Department received one report, that, namely, in the case of the dispute between the John Ritchie Company and its employees. The report was in the form of an agreement signed on behalf of the respective parties with the approval of the three members of the Board. It will be remembered that the industry concerned in this dispute, not being a public utility, the dispute could be referred for adjustment under the Act only by mutual agreement between the parties concerned, and such agreement was accordingly obtained before the Board

was established. The number of employees concerned was estimated at 250.

Other Proceedings During February.

During February, a Board was constituted in the case of the Manitoba Cartage Company, Ltd., of Winnipeg, Man., and its employees. The dispute in this case arose out of the alleged dismissal by the Company of a number of its employees, without other ground, according to the applicants, than that the dismissed had become members of a Union. The Company, when requested by the Department to recommend a person for appointment to the Board, refused to make any recommendation, and the Minister therefore under section 8, subsection 2, appointed Professor Cochrane, of Manitoba College, Winnipeg, who will be, in the words of the Act, "deemed to have been appointed on the recommendation of the said party." Mr. T. J. Murray barrister, Winnipeg, Man., was appointed on the recommendation of the employees; and on the joint recommendation of Professor Cochrane and Mr. Murray, Rev. C. W. Gordon, D.D., Winnipeg, was appointed chairman. It was understood that the investigation would proceed early in the month of March.

The board established in the case of the differences between the Kingston and Pembroke Railway and the telegraphers in its employment held various sessions during February, and it was understood at the close of the month that the differences were in a fair way to adjustment.

The board constituted in the case of the differences between the Order of Railroad Telegraphers and certain telegraphers alleged to be jointly employed by the Michigan Central Railway Company and the Great Northwest Telegraph Company was unable to commence the investigation during February, but it is understood the enquiry had been fixed to take place early in March.

I.—SETTLEMENT OF DISPUTE BETWEEN THE JOHN RITCHIE COMPANY, BOOT AND SHOEMAKERS, QUEBEC, AND ITS EMPLOYEES.

AN application from the employees concerned in this case was received in the Department on December 17, being signed by Elzéar Ferland and F. X. Galarneau, President and Secretary respectively of L'Union Protectrice des Condonniers Monteurs de Quebec. On the same day, an application was received from the Company, which, however, was not precisely in form, being unaccompanied by the necessary statutory declaration, the Department taking action therefore on the application from the employees.

As stated above, the dispute was referred under the terms of the Act by virtue of an agreement between the parties concerned, and under section 63 of the Industrial Disputes Investigation Act, 1907, being the second case in which a dispute had been referred for adjustment in this way in any industry other than a public utility, where of course an application from one party is a sufficient basis for procedure.

The two parties, in their statements to the Department, agreed that the employees, who had ceased work for a few days on account of the differences with the firm, had returned to work without change in conditions on the understanding that the dispute would be referred for settlement under the terms of the Industrial Disputes Investigation Act. The number of men stated in the application to be affected by the dispute was placed at 27 directly and 205 indirectly, though in the statement received on behalf of the Company the figures were put at 40 and 300 respectively.

The cause of dispute was stated to be the introduction of "pulling over" machines, the manner of operating the same, and the establishment of a fair scale of wages in connection therewith. The firm claimed that the employees had been offered a day wage at the rate of \$12.00 per week, while learning the machines, and that the employees had worked on this basis for a brief period, and had then ceased work, demanding

the same scale of wages as they had previously received for hand work, allowing nothing for the upkeep of the machine or the royalty on the same. The officer of the Bureau of Conciliation of the Province of Quebec was instrumental in securing a reference of the dispute by the parties concerned under the terms of the Industrial Disputes Investigation Act, as above stated. The Minister constituted a Board as follows: Mr. Felix Marois, Quebec, recommended by the employer; Mr. Zébedée Bérubé, Quebec, recommended by the employees; Dr. Charles Coté, Quebec, chairman, jointly recommended by Messrs. Marois and Bérubé. The Board held various sessions in Quebec and Montreal from January 14 to February 12, making a careful examination of the processes of machinery in use in the different establishments in the two cities. The Department received the report of the Board on February 17, the same consisting of the text of an agreement signed respectively on behalf of the Company and its employees, and by the three members of the Board. Mr. John Ritchie, president of the employing company, signed for the employer, and Mr. Elzéar Ferland, president of the union comprising the employees, signed for the latter. The effect of the report was to indicate prices to be paid for various classes of labour, the same to remain the standard of wages until May, 1910, when the agreement may be renewed with the consent of the two parties.

Text of Agreement.

The following is the text, translated of the findings of the Board, the same having been rendered to the Department in French:

QUEBEC, February 12, 1909

In the matter of the Industrial Disputes Investigation Act, 1907, and in the matter of a dispute between the John

Ritchie Company and L'Union Protectrice des cordonniers monteurs de Quebec.

Before the Board of Conciliation and Arbitration established by virtue of the said law by the Honourable the Minister of Labour of Canada, and consisting of Messrs. Felix Marois, Zebédee Bérubé and Charles Eugene Coté, it has been agreed on behalf of the John Ritchie Company by its president, Mr. John Ritchie, and on behalf of the Union Protectrice des cordonniers monteurs de Quebec by Mr. Elzéar Ferland, president of the said Union, and Mr. F. X. Galarneau, secretary, that the said parties shall accept as just and reasonable the prices below mentioned for the work known as lasting, with the assistance of the pulling over machine, of which the different operations described below have been accepted by the two parties, namely, the pulling over, assembling, which consists of putting on two coats of gum, and putting canvas or buckram in toes, and putting two tacks in the heel seat and placing insoles; trimming and beating up toes, and pulling and placing stitches on racks.

These operations concern McKay work. The prices agreed for this work are the following, namely:—

LASTING.

Nature of Work.	Price per Case.
n's regular.....	\$1.25
n's patent.....	1.35
ys' regular.....	1.20
ys' patent.....	1.30
men's work regular.....	1.12½
uth's regular.....	1.12½
men's and youths' patent ..	1.22½
ses' work regular.....	1.07½
ses' work patent.....	1.17½
ivas and felt and cow hide eathers.....	.92

For work known as Goodyear, the different operations are as follows: The pulling over, assembling, which consists of putting two coats of gum and placing box toes in toes of uppers, and putting two tacks in heel seat, and placing upper on lasts, and pasting counters; pulling up ends of counter and tacking insoles on lasts. These different operations are accepted by both parties. The prices accepted for Goodyear work are as follows:—

Kind of Work.	Price per Case.
Patent work.....	\$1.80
All other work.....	1.70

It is understood that all materials necessary for the workmen shall be brought to them at the place where they work. The above agreement is to remain good until the first of May, 1910, and will then become renewable with the consent of the two parties.

As a mark of their approval of the conditions and agreement above set forth, the two parties have placed their signatures to the same in the presence of the three members of the Board who have signed the document as witnesses.

THE JOHN RITCHIE CO., LIMITED,
per JOHN RITCHIE,
President.
ELZEAR FERLAND,
President.
F. X. GALARNEAU,
Secretary.

Witnesses:
FELIX MAROIS,
Z. BERUBE,
CHAS. E. COTE, M. D.

—THE INDUSTRIAL DISPUTES INVESTIGATION ACT DEBATED BETWEEN CANADIAN AND AMERICAN UNIVERSITY STUDENTS.

THE Industrial Disputes Investigation Act, 1907, was the subject of a debate between the students of the University of Manitoba and those of the University of North Dakota, on the

evening of Friday, February 26, 1909, at Winnipeg, Man. The terms of the resolution to be debated were as follows:—
“That the Lemieux Act of 1907 does

not offer a proper remedy in the settlement of industrial disputes in Canada and the United States."

The affirmative was taken by the Manitobans and the negative by the Dakotans. The chair was occupied by Hon. T. Mayne Daly, while Rev. Dr.

Sparling, the Rev. R. C. Johnston and Mr. Davies acted as judges. After an interesting debate the chairman announced that the judges of the merit of the debate had awarded the victory to the visitors from Dakota, who had argued in favour of the Act.

STATE AFFORESTATION IN GREAT BRITAIN.

A REPORT of a royal commission appointed by the government of Great Britain to deal with the subject of afforestation was recently issued as a blue book.

The original terms of reference to the commission, which was appointed in July, 1906, enjoined the commission to enquire as to the encroachment of the sea on various parts of the coast of the United Kingdom, and the measures desirable for the prevention of damage in this connection. In a later warrant dated March, 1908, the following reference was added:—

"Whether in connection with reclaimed lands or otherwise it is desirable to make an experiment in afforestation as a means of increasing employment during periods of depression in the labour market, and if so by what authority and under what conditions such experiments should be conducted."

The first report of the commission was published on August 1, 1907, before the issue of the second warrant, and is of minor interest in Canada. Subsequent to the issue of the second warrant, the commission held 50 sittings and heard 80 witnesses, chiefly on the question of afforestation. A synopsis is given below of the principal conclusions reached by the commission with reference to afforestation, the portion of the commission's investigation which will be found of the most practical interest in Canada.

Conclusions of Commission.

1. Afforestation is practicable and desirable.

2. The approximate available area in the United Kingdom without material encroachment upon agricultural land is 9,000,000 acres.

3. The best rotation to secure sustained timber yield requires 150,000 acres to be afforested annually.

4. Employment. (a) temporary.—Temporary employment would be afforded annually to 18,000 men during the winter months. Further, an almost equal number would indirectly derive employment in the incidental and subsidiary occupations connected with forestry. This figure might be increased in any year to meet exceptional pressure of unemployment; (b) permanent.—Permanent employment would be afforded to one man per 100 acres afforested rising to 90,000 men when the whole area had been dealt with. (c) ultimate.—The employment connected with subsidiary industries, i. e., conversion and manipulation, etc., of the timber crop would afford occupation for a still large population.

5. Any scheme of national afforestation should be on an economic basis.

6. Labour.—There are sufficient unemployed persons willing to submit to and able to satisfy, ordinary labour tests, who could advantageously be employed without a period of special training.

7. Finance.—Afforestation represents a productive investment, and should be financed by a loan. The annual sum required for the full scheme is £2,000,000. The interest on the loan should be defrayed out of taxation. The net deficit will be £90,000 in the first year, and will rise progressively to £3,131,250 in the fortieth year, after which period the forest becomes more than self-supporting.

8. Profits.—After 80 years, the net revenue from the forest at present prices—which promise to be materially enhanced—

ed—should be $17\frac{1}{2}$ millions. This represents 3.3-4 per cent. on the net cost calculated at accumulated compound interest of 3 per cent. Looked at from another point of view, the state will then be in possession of property worth £562,000,000, or about £107,000,000 in excess of the total cost involved in its creation, calculated at 3 per cent. compound interest.

9. Administration and control.—The afforestation scheme should be entrusted to a special Board of Commissioners. In default of purchase by agreement, land should be acquired if necessary under compulsory powers.

10. Disturbance.—The acquisition of grazing areas for silviculture might necessitate a modification of the existing agricultural system on certain farms.

There is no reason to suppose that the remaining lowland areas on such farms could not either be adapted to other forms of agriculture, or could not, in many cases, be profitably utilized for small holdings. The acquisition of grazing areas, private or common, should present no difficulty which cannot be satisfied by arbitration and reasonable compensation.

11. Incidental.—Afforestation creates a new industry, it does not compete with private enterprise. The conversion of comparatively unprofitable lands into forests enhances the productiveness of the adjacent areas, and should promote the development of the small holdings movement. More than any other apparent remedy, afforestation will stem the tide of rural depopulation.

ENCOURAGEMENT OF TECHNICAL INSTRUCTION IN ONTARIO THROUGH THE MEDIUM OF PUBLIC LIBRARIES.

THE Education Department of the province of Ontario has recently established a system of travelling libraries with the object of promoting technical instruction among mechanics and artisans through the medium of the public libraries of the province.

Under the system adopted a series of technical libraries will be formed, consisting of books especially designed for the purpose, these collections to be loaned to public libraries situated in industrial centres for the purpose of supplementing the technical books already possessed by the local libraries.

Details of the System.

In administering the system the first action taken by the central authority is to ascertain the nature of the local industries in a particular locality. The operation of the local library board is then secured on the understanding that not less than \$100 will be spent by the board in purchasing technical books during the first year. So far as funds will permit an attempt will then be made by combining the local and travelling collections to cover all of the principal local industries. The books chosen will be

elementary in character and practical, and care will be taken to establish a system under which mechanics will be able to secure a well grounded knowledge of the technical side of their respective trades.

In each local library the books will be divided into two sections, *viz.*, loan and reference. In preparing the libraries the object aimed at will be to secure the latest and best illustrated editions, with working plans, blue prints, details, etc., and if possible containing questions and answers. The librarian will be required to make a special study of local needs. The heads of departments and superintendents in all workshops and factories will be consulted and asked for advice and assistance. A record book will be kept in which will be recorded the names, addresses and trades of all mechanics who evince an interest in technical subjects. When a book is received which should be of interest to an artisan he will be notified by post card, and invited to come to the library and examine the work and take it home if suitable for his wants. Reading courses will be established covering not only the different trades but also sections of the same.

Leading Features.

Briefly stated the main features and advantages of the plan are as follows:

1. The placing of the best books at the disposal of the working classes.
2. The free use of these books.
3. A central office open daily in the evening.
4. The use of travelling libraries, not fixed in character, to be adapted to local needs and moved from centre to centre.
5. The advice of trained librarians as to the choice of books.
6. The securing of the co-operation of the local library board.
7. The utilization of the experience of manufacturers, foremen, superintendents, etc.

Examinations.

It is evident that in order to reap the full advantages of the above system the

reading courses therein provided for should be supplemented by examination and the issue of certificates or diplomas to those who pass the examinations. No action along these lines has as yet been taken by the government, but the executive of the Ontario Library Association has under consideration the formation of a section which will undertake to carry out the suggestion in a limited number of industrial centres. Upon the success or failure of this first attempt the future action of the government will be based. The movement as a whole is thus a first attempt to utilize the public library as the people's university.

Thus far the movement has met with cordial support from the manufacturers in the towns where it is proposed to put the system into practice. In several cases manufacturers have offered to contribute to a special fund to enable the local library to purchase the necessary technical books.

THE PEAT FUEL INDUSTRY IN CANADA.

ON February 23, a memorandum prepared by the Superintendent of Mines was presented to the House of Commons by the Hon. the Minister of Public Works, giving the following information with respect to the peat fuel industry of Canada and its possibilities:—

The high prices of imported coal in the middle provinces of Canada, the depletion of our forests, together with the increasing value of the forests for other purposes and the suffering induced on account of scarcity of fuel in recent years consequent upon labour conditions, are causes which have again prominently brought forward the question of utilizing our peat bogs and lignite deposits for the production of marketable fuel and other purposes.

The estimated area so far reported distributed over the different provinces of the Dominion is 37,000 square miles. The following table shows the areas covered by peat bogs in the different provinces:—

	Square miles.	Dep. feet.
Nova Scotia.....	250	8 to
Prince Edward Island.....	10	8 to
New Brunswick.....	250	8 to
Quebec.....	500	8 to
Ontario.....	10,450	5 to
Alberta and Saskatchewan.....	25,000	5 to
British Columbia and Yukon Territory.....	No data.	

Approximately..... 37,000 sq. miles

Further investigation will undoubtedly prove that this estimate represents but a fraction of the total area of available peat.

Although several attempts have been made to manufacture peat fuel, especially in Ontario, they have as a rule resulted in failures, due principally to lack of knowledge. The successful working of peat bogs and manufacture of the raw peat into marketable fuel depends on:

- 1st. The proper classification of the different peat bogs, since the peat occurring in one bog might be suitable for peat fuel manufacture, while that from another might not be.

2nd. The treatment of the raw material and the apparatus used for its combustion either for domestic or industrial purposes.

These facts, upon which the whole success of the industry depends, can be determined only by experiments carried out on a commercial scale and in an intelligent manner.

In several European countries, peat and lignites are largely used both for domestic and industrial purposes with satisfactory and economical results, and as conditions in Canada are quite as favourable for the manufacture of peat fuel

and the use of lignite, there is no reason why, with the employment of proper methods and latest ideas, peat fuel manufacture and the use of lignite cannot be successfully introduced into Canada.

The memorandum recommended the establishment of a government testing and experimental plant, where the values of these fuels could be demonstrated and investigated. An outline was also given of the assistance rendered to the peat industry by the different European governments.

THE UNION CO-OPERATIVE ASSOCIATION, LIMITED, OF ROSSLAND, B.C.

IN the month of April, 1908, a Co-operative Association was organized at Rossland, B. C., under the title "The Union Co-operative Association, Limited." The Association was launched under the same managership as a similar undertaking previously established at Grand Forks. A store was opened on May 10, with a paid-up capital of about \$3,000. By the end of the year, this capital had increased to \$7,000. Trade also increased each month, the turn-over in December amounting to nearly \$6,000. The chief articles handled are groceries; but miners' clothes, including overalls, working shoes, working shirts, underwear, gloves, etc., are also carried. When the capital reaches \$20,000, it is the intention to place in stock a full line of men's furnishings. The membership amounts to 235, and is chiefly recruited from the mining population, there being about 600 men on the pay rolls of the local mines,

of whom 200 are single and do not buy groceries. The majority hold from 5 to 20 shares of \$5.00 each, though several hold only one share. One member holds the limit of 50 shares. Some opposition was encountered at the start from the retail trade, but the Association has always been able to obtain supplies, purchasing its main food stuffs in carload lots in Toronto, and flour in Alberta. Most of the members run 30 day accounts. At the end of the first quarter, a dividend of 8% was paid to shareholders and 3% to non-shareholders. Goods are purchased on the usual trade terms. The Association aims to make an average profit of 20 to 25%, though on several staple lines the profit is only from 10 to 15%. Working expenses are kept within a limit of 12%. Three per cent. of net profits are placed to the reserve fund. Coupons are given from the cash register each time a payment is made.

THE NEW WESTMINSTER CO-OPERATIVE ASSOCIATION, LIMITED.

THE New Westminster Co-operative Association, Limited, was incorporated under the Co-operative Associations' Act of British Columbia, in June, 1908. In January, 1909, a grocery store was opened with a membership of 128. Since that date, 50 additional members have joined. The capital at present amounts to \$2,540, having increased to that sum from \$1,970. It is the intention to deal in other lines of goods as soon as possible.

By-laws.

Under the by-laws of the Association, the capital is divided into shares of \$5.00 each, the share limit being placed at fifty. Profits are to be divided amongst members and purchasers according to the amount of goods purchased, and are to be determined semi-annually. The Association is given a lien on the shares

of any member for any debt. Provision is made for the establishment of a reserve fund, to be maintained by an allotment

of 3% of net profits. The officers include a president, vice-president, treasurer, secretary and six trustees.

COOPERATIVE CONGRESS AT HAMILTON, ONT.

UNDER date of February 3, 1909, a circular communication was sent out under the auspices of the Hamilton, Guelph and Brantford Co-operative Associations, convening the first congress of co-operative societies to be held in Canada. The chief purpose of the congress is to discuss the feasibility of establishing a co-operative union in Canada, similar in scope and functions to the British Union. The movement in this direction is the result of the prominence which has been given during the past year to the advantages accruing to the people through co-operation, and the danger thereby incurred that individuals may be tempted to foster the exploitation of so-called co-operative societies for personal profit. The circular explains in detail the objects of the proposed congress, as follows:

"Co-operative principles and the unselfish service which has secured for them their phenomenal success are little understood in this country. Knowledge of them will do more than actual 'dividend-paying' in producing good and permanent results. Private trade interests are, not unnaturally, opposed to the development of the co-operative movement. They have no unselfish argument to urge against its merits. If, therefore, any societies are organized primarily for the personal or individual gain of the promoters, that fact will give to the interests opposed to us a powerful weapon in bringing the whole movement into ridicule and contempt."

"We, the undersigned, have had several meetings and interviews and considerable correspondence upon this subject, and we (representing and with the authority of our respective societies) are of the opinion that, for the protection of the public as much as the good name of our great and noble movement, the time has come when a Co-operative Union of Canada, on the lines of the British Union,

should be established, thereby indicating to the public *what is* and *what is not* a genuine co-operative society."

"In addition thereto, the Union could undertake the general propaganda work and the preparation of co-operative literature, of general interest and suitable to Canadian conditions, at a much reduced cost to the individual societies. On account of the large territory which will be covered by a Canadian Union, it will be necessary to form sections of the Union for local conference and organization. These should be formed immediately after we have formed the Union. The work of the Union will be honorary, so that the financial obligations of membership need only be nominal."

"We, therefore, hereby convene a congress of the Co-operative Societies and kindred institutions of Canada, to be held at *Hamilton, on Saturday, March 6th, at 1 o'clock p. m.*, for the purpose of:

1. Resolving themselves, if thought expedient, into a Co-operative Union of Canada.
2. Electing a president and (if necessary) a vice-president.
3. Electing a general secretary.
4. Electing a treasurer.
5. Electing such other officers as to the Congress may seem desirable.
6. Considering draft constitution and regulations, and, if desirable, adopting, amending or modifying the same.
7. Generally discussing and settling the policy of the proposed Union for the ensuing year.

Your Society is cordially invited to be present, either by one director or other officer or duly accredited representative. *If personal representation is inconvenient, we shall be glad if your Society will favour us with its views, in writing, for submission to the Congress.*

"We hope, and with confidence expect, that every genuine Co-operative Society in the Dominion will be included in the

list of "foundation" members forming the Co-operative Union of Canada.

"We are, Brother Co-operators,

Yours very faithfully,

SAMUEL CARTER,

President of the Guelph Co-operative Association.

GEO. KEEN,

President of the Brantford Co-operative Association.

J. P. WHELAN,

President of the Co-operative Canadian Concern, Ltd.

To the last named of whom all communications should be addressed at King St. West, Hamilton, Ontario.

NUMBER OF EMPLOYEES AND WAGES PAID ON I. C. R. SYSTEM DURING 1908.

IN reply to a question in the House of Commons on February 17, the Hon. the Minister of Railways and Canals presented the following statements showing the number of employees and the amount of the pay roll by months on the Intercolonial and Prince Edward Island Railway systems during 1908:—

NUMBER OF EMPLOYEES.

1908.	INTERCOLONIAL RAILWAY.		PRINCE EDWARD ISLAND RAILWAY.	
	Perma- nent.	Tempo- rary.	Perma- nent.	Tempo- rary.
January.....	7,467	858	457	61
February.....	7,610	995	459	68
March.....	7,540	767	459	60
April.....	7,577	766	458	91
May.....	7,609	1,685	459	106
June.....	7,516	2,156	460	148
July.....	7,609	1,953	459	144
August.....	7,545	1,793	461	156
September.....	7,442	1,962	461	242
October.....	7,468	2,922	459	247
November.....	7,459	1,881	461	292
December.....	7,192	1,286	461	204

TCTAL PAY ROLL.

1908.	I. C. Ry.	P. E. I. Ry.
January.....	\$457,836.98	\$22,853.70
February.....	450,541.40	22,105.93
March.....	459,823.15	22,788.71
April.....	437,585.80	22,529.26
May.....	467,595.90	24,455.04
June.....	487,424.45	24,941.33
July.....	502,348.27	26,423.09
August.....	487,461.35	26,755.84
September.....	499,368.90	27,132.79
October.....	538,490.44	29,030.15
November.....	480,726.93	27,620.64
December.....	464,971.96	26,034.33

The only change in salaries granted during 1908, besides those that are provided for in the different schedules, and which are made from month to month as the employees become entitled to them by length of service, was an increase which was granted in May, 1908, to the telegraphers, and which was made to date from April 1. This increase for the nine months from April to December, inclusive, aggregated \$22,500.

THE MINING AND METALLURGICAL INDUSTRIES OF CANADA.

THE present article is based upon an important volume recently issued by the Department of Mines of Canada bearing the title of "Report on the Mining and Metallurgical Industries of Canada, 1907-8."

The Yukon District.

The occurrence of gold in the Yukon Territory was first mentioned in a book published in London in 1869, but the first discovery of paying placers was not made

until 1881, and the Klondike district was only discovered in 1894. Rich finds were made in the two following years, which led to a rapid development.

From 1896 to 1907, the gold production in the Canadian Yukon amounted to \$122,951,000. The greatest output was in 1900, when it amounted to \$22,275,000.

Mining in British Columbia.

The history of gold mining in British Columbia is divided into two periods:

(1) The era of pick and shovel mining from 1858 to 1878; (2) The era of machinery mining, from 1887 to the present time. Since 1858, the placer mine production has amounted to \$69,549,103. The annual output increased steadily from a value of \$705,000 in 1858 to \$3,913,563 in 1863. There was then a gradual decline, which, however, was interrupted by fresh discoveries in 1874 and 1898.

Lode mining in British Columbia dates from 1887, since which period gold has been produced from lode mines to the value of \$45,070,717; silver to the value of \$27,289,833; lead, \$19,917,197, and copper, \$43,713,122.

The most important of the mining industries of British Columbia is coal mining. Coal was first discovered in 1835, but was not mined extensively until 1857. During the last twenty-five years, there has been a rapid growth and expansion of this industry, the production of coal in 1907 amounting to 1,800,067 tons. The coal in general is bituminous, of good quality.

Coal Mining in Alberta and Saskatchewan.

Coal mining in Alberta and Saskatchewan is said to date practically from the completion of the Canadian Pacific Railway, but extensive developments have only taken place in recent years. In 1901, the output of the two provinces was 346,649 tons, but in 1906, Alberta alone produced 1,385,000 tons. The coal areas reach from the summit of the Rockies to Manitoba, although not everywhere continuous, and from the International Boundary to the Peace River. The varieties of the coal may be classified as semi-anthracite, bituminous, lignitic and lignite.

Mining in Ontario.

Copper mining by Europeans was first carried on in Ontario in 1770, on the shores of Lake Superior. The first mine was soon abandoned, however, and no further effort at copper mining was made until 1845, when a company was organized to explore for minerals on the north shore of Lake Superior. In 1846, the

Wallace mine was located, the first discovery of nickel in Ontario. Ten years later, other nickel and copper ores were discovered, but they were not developed until after the construction of the Canadian Pacific railway in 1884.

The first important discovery of silver in Ontario was made in 1866, but the yield did not become great until 1870, when the Silver Islet mine was worked. Operations at this mine were suspended in 1884, after ore to the value of \$3,089,157 had been extracted. From this time, the production of silver steadily declined, until the discovery of the phenomenally rich silver-cobalt-nickel ores of the Cobalt area. In 1904, this district yielded 206,875 ounces of silver; in 1905, 2,473,452 ounces, and in 1907, 10,005,749 ounces.

The petroleum industry in Ontario has reached large proportions, oil being produced in the Petrolia, Bothwell, Leamington and East Tilbury fields, all situated in the southwestern part of the Province. In 1906, the production of crude petroleum amounted to 19,928,322 Imperial gallons.

Mining in Quebec.

The most important mineral produced in the Province of Quebec is asbestos, the deposits of which in the Eastern townships supply by far the largest proportion of the world's demand. The mining of asbestos in this region dates from about 1878, and the production has increased from 380 tons valued at \$24,700 in 1880 to 62,241 tons in 1907, valued at \$2,484,768. In addition, there were produced in 1907, 28,296 tons of asbestic, valued at \$20,275.

The earliest mining industry in Quebec was the production of iron from bog ore, which has been carried on continuously since 1737, when the right of mining and smelting iron ore in the district of St. Maurice, near Three Rivers, was granted to a company by Louis XIV of France. The annual production of pig iron has increased from 5,507 tons in 1887 to 10,047 in 1907.

The other mineral products of Quebec comprise mica, chrome iron and copper.

Mining in the Maritime Provinces.

The most important mineral of the Maritime Provinces is coal, which was first mentioned in print in 1672, but the initial attempt at systematic mining was only made in 1720. In 1827, the mines of Nova Scotia were transferred by a London firm of goldsmiths, who held the monopoly for the province, to a company known as the General Mining Association. In 1858, this company surrendered its claims to the Provincial Government of Nova Scotia, reserving the exclusive rights to 24 square miles of territory. A great increase in trade with the New England States took place between 1854 and 1867, during which period coal was admitted free into the United States.

There has been a great development of coal mining in recent years, the production having increased from 1,942,780 tons in 1893 to 5,778,899 in 1907. The deposits of gypsum in Nova Scotia are among the most extensive in existence, but they are only in the primary stage of development. In the year ending September 30, 1907, there was an output of 332,345 tons of this mineral.

The mining industry of the Province of New Brunswick is relatively unimportant, little systematic prospecting having been undertaken, but there are favourable indications of the existence of deposits of iron, copper, galena, zinc, antimony, gypsum, brick clay, coal and building stone industries have already been carried on.

THE MINIMUM WAGES ACT OF NEW SOUTH WALES.

A LAW has recently been passed in New South Wales, defining the minimum wages to be paid to employees in certain industries, and the amount to be paid for overtime. This Act came into force on January 1, and had reference to factories, warehouses, shops, bake-houses, laundries and dye-works, charitable institutions being excepted.

A workman is declared to work overtime when he is employed for more than forty-eight hours in any week, or after six o'clock in the evening on any working day. A shop assistant works overtime when he is employed more than one half hour after the closing time of the shop specified in the Early-closing Acts.

The minimum weekly wage for workmen or shop assistants is fixed at four

shillings, irrespective of any amount earned as overtime. In the case of male employee under sixteen years of age, or a female, any overtime is to be paid for at the rate of not less than three-pence for every hour or portion of an hour, payments to be made at intervals of not more than one month, but if such an employee is required to work overtime on any single day, he is to receive not less than sixpence as tea-money.

As a further protection against the 'sweating system' in the clothing trades, it is made illegal for any one to receive any consideration, premium, or bonus for the engaging or employing by him of any female to work at or manufacture articles of clothing for trade or sale.

WORK OF THE UNITED STATES DEPARTMENT OF COMMERCE AND LABOUR.

THE Report of the Secretary of Commerce and Labour of the United States for 1908 deals with a wide variety

of subjects which fall within the jurisdiction of this Department. Among these, the principal ones are Immigration

and Naturalization, Labour, Manufactures and Navigation.

Immigration and Naturalization.

The immigration to the United States during the fiscal year 1908 showed a falling off of about 39 per cent. as compared with the previous year. This is attributed to the industrial depression. In 1908, there were 782,870 immigrant aliens admitted to the country, in addition to 141,825 non-immigrants, making a total of 924,695. There were at the same time 714,828 departures of aliens, making the net increase of 209,867 in the alien population.

There was a large increase in the number of contract labourers rejected, from 1,434 in 1907 to 1,932 in 1908. In addition, there were arrested in the United States and deported 240 aliens for violation of the alien contract labour laws.

Labour Legislation and Industrial Conditions.

The Bureau of Labour is conducting an investigation into the conditions of women and children wage-earners in the United States, engaged in the cotton, textile, silk manufacturing, men's clothing and glass-making industries. The bureau has also been charged with the carrying out of an Act of Congress granting compensation for injuries to certain classes of artisans and labourers employed by the Government of the United States. It is required that all injuries to government employees be reported, when such injuries disable them from work for one day or more.

Several important controversies between the managements of interstate railways and their employees were peacefully settled through the Erdman Act of 1898. This Act provides for a board of mediation composed of the Chairman of the Interstate Commerce Commission and the Commissioner of Labour, for the purpose of terminating any industrial dispute which might cause or threaten to cause a stoppage of work on interstate railways. Such a board may be formed on the request of either party to a dispute.

Attention is called to the great need of a radical change in the law respecting employers' liability. Except for the recent act affecting government employees, the principles of the old common law still prevail in most of the states with some modifications, and no compensation can be collected for injury or death, except when due directly to negligence on the part of the employer or one of his representatives or employees.

Manufactures.

The United States Bureau of Manufactures issues Daily and Monthly Consular Trade Reports for the purpose of making known opportunities for the sale abroad of American products. The compilation of a commercial directory of the world has been undertaken for the benefit of intending exporters.

On the initiative of the Bureau of Manufactures, a conference was held at Washington in December, 1907, attended by representatives of boards of trade, chambers of commerce, and similar bodies of the principal cities of the United States. The result of the conference was the organization of "The National Council of Commerce," the object of which is to supply a connecting link between the government departments and the business community.

Navigation.

The shipping commissioners attached to the Bureau of Navigation, at 20 seaports, shipped, re-shipped or discharged 307,299 seamen on American vessels during the past fiscal year, an increase of 47,729 over the previous year. The principal duties of these commissioners are to supervise contracts for labour at sea and to settle disputes outside of the courts. In most instances, shipment before the commissioners is optional.

The steamboat inspection service is engaged primarily in making safe the lives of passengers on American waterways. For this purpose there were inspected during the year 3,691 steel plates for marine boilers, of which 567 were rejected, and 181,654 life-preservers, of which 2,146 were rejected.

The number of lives lost on vessels subject to steamboat inspection during the fiscal year was 385, of which only 220 were due to accident, collision or foundering, the remainder being due to causes for which the victims were entirely

responsible. The number of passengers carried on these vessels during the calendar year 1907 was 372,347,279, making a ratio of 967,135 passengers carried for each life lost.

ANNUAL MEETING OF CANADIAN ASSOCIATION OF MASTERS AND MATES.

THE annual meeting of the Canadian Association of Masters and Mates was held at Toronto during February.

The report of the Grand Secretary-Treasurer showed the Association to be on a sound financial basis.

Certain aids to navigation asked for by local branches of the Association were considered, prior to their being forwarded to the Department of Marine and Fisheries for Canada. The question of a grade

of papers for second mates was also discussed.

The election of officers resulted as follows: Capt. Frank Scott, Collingwood, Grand Master; Capt. Jordan, Collingwood, Grand First Officer; Capt. H. O. Jackson, Toronto, Grand Secretary-Treasurer. The Association will hold its next meeting in Toronto on the second Tuesday in February, 1910.

BONUS TO EMPLOYEES OF THE LINCOLN PAPER MILLS COMPANY, LIMITED, MERRITTON, ONT.

AT the annual meeting of the shareholders of the Lincoln Paper Mills Company of Merritton, Ont., held in February, 1902, the directors' report included a recommendation that a gratuity of 6% should be paid to employees on wages earned by them during the preceding year. The gratuity was given as a tangible expression of appreciation on the part of the company of the faithful services of the employees.

This gratuity has been repeated every

year since the above mentioned date. At the recent annual meeting of the company, held in February, the average amount thus distributed to each employee was about \$35.00. The directors reported that the greatest amity and good feeling prevailed in every department of the company's mills, and that the company felt that a full return for the increased expenditure had been obtained in the care and interest manifested by the employees in the Company's welfare.

INTERVIEW OF B.C. EXECUTIVE OF THE TRADES AND LABOUR CONGRESS OF CANADA WITH PROVINCIAL GOVERNMENT.

ON the 15th of February a delegation of about 30, representative of the British Columbia executive of the Trades and Labour Congress of Canada waited on the members of the Provincial Government and presented the following memorial:

To the Hon. Richard McBride, Premier, and the Members of the Executive Council.

Gentlemen,—We, the British Columbia executive of the Trades and Labour Congress of Canada, and representatives of organized labour of this province, desire to submit for your favourable consideration some of the

more important matters of interest to the welfare of wage-earners of British Columbia, as follows:

1. Immigration. On this question we desire to reiterate and emphasize our protest against the policy of bonused, subsidized or assisted emigration, and respectfully ask for the discontinuance of this policy by your government.

2. The abolition of the election deposit, and request the removal of all restrictions to a free franchise in this province.

3. The necessity of the appointment of a factory inspector.

4. The importance of an extension of the government policy of supplying free text books.

5. The desirability of the government taking steps to have the sanatorium at Tranquille taken over, and having same operated and maintained as a free public institution.

6. The establishing of a provincial bureau of statistics.
7. All government work to be done by day labour.
8. Asking the government to extend the scope of the act exempting the funds of labour unions from attachment, to realty and all other property of such organizations.
9. Recommending to the government assistance to night schools.
10. Favouring the granting of licenses to handloggers.
11. To ask the government to establish the following conditions governing employment on all works and industries in this province.

(a) A legal day of not more than 8 hours; of not more than 6 days per week.

(b) Minimum wage.

(c) Payment of wages at intervals not greater than two weeks.

12. We are further instructed to urge upon the government the necessity of it assuming the ownership and operation of public utilities, such as coal mines, telephones, canneries, etc.

All of which is respectfully submitted.

B. P. PETTIPIECE,
Chairman B. C. Executive.

H. GIBSON,
Victoria.

C. SIVERTZ,
Victoria.

R. A. STONEY.

REPLY OF THE GOVERNMENT.

The chairman of the B. C., Executive later received the following reply to the representations made:

Prime Minister's Office,
Victoria, February 18, 1909.

R. P. Pettipiece, Esq., Chairman B.C. Executive Trades and Labour Congress of Canada, 2138 Westminster Avenue, Vancouver, B.C.

Sir,—With reference to the matter contained in the memorial presented to the provincial government on

Monday, Feb. 15, on behalf of the delegation of the British Columbia executive of the Trades and Labour Congress of Canada and other representatives of organized labour, I beg to state as follows:

1. Immigration—This government has not in view the making of any arrangement for bonuses or subsidized immigration.

2. The government does not propose to abolish the election deposit at the present session, the amount of such deposit not being considered by the government as excessive.

3. A factory inspector will be appointed at once.

4. The minister of education contemplates during the present year to extend the system of supplying free text books already inaugurated.

5. The government has contributed very generously to the funds of the sanatorium at Tranquille, and has placed it in the list of government-aided hospitals. The question of taking over and operating the sanatorium as a government institution has not yet been considered.

6. It is the intention of the government to enlarge the scope of the present bureau of provincial information for statistical purposes.

7. All government work is now being done by day labour in so far as this system can be carried out in a businesslike manner.

8. The government will give every consideration to the request to extend the scope of the act exempting the funds of labour unions from attachment.

9. The subject of night schools is already receiving the attention of the minister of education.

10. The chief commissioner has in view a bill for the purpose of granting licenses to handloggers at the present session.

11. With respect to the matter mentioned in governing employment on works and industries, viz.:

(a) A legal day of eight hours, of not more than six days per week.

(b) Minimum wage.

(c) Payment of wages at intervals of not less than two weeks.

The government will give the various subjects earnest consideration.

12. The question of government ownership of public utilities will also receive earnest consideration.

I have the honour to be sir, your obedient servant.

RICHARD McBRIDE,
Prime Minister.

FORESTRY CONVENTION AT TORONTO, ONT.

A SPECIAL meeting of the Canadian Forestry Association was held at Toronto, Ont., in February 11-12. The president, Mr. W. B. Snowball presided. The meeting was held in the Convocation Hall of the University of Toronto and was opened by His Excellency the Governor-General, who gave an address dealing with forest preservation. His Honour the Lieutenant Governor of the province, the Hon. Sydney Fisher, Minister of Agriculture of Canada, the Hon. W. C. H. Grimmer, Surveyor-General of New Brunswick, and the secretary of the Canadian Lumbermen's Association also delivered addresses on the same subject. A

number of papers were read, the contributors being the Dean of the Forestry Faculty of Toronto University, Mr. R. B. Miller of the Department of Forestry, New Brunswick, Professor Mumford of the University of Michigan, Mr. E. J. Seavitz of the Ontario Agricultural College and others.

The association expressed its appreciation of the Dominion Government's intention to appoint a parliamentary committee to investigate forest conditions, but regarded the matter of such importance as to warrant the appointment of a royal commission.

Another important recommendation of

the convention was that the several local governments controlling Crown Lands, be requested to withdraw definitely from location all lands at present open for locations, as may be found, on inspection, to be unsuitable for farm purposes, and that no towns or settlements as yet unopened for settlement that contain less than fifty per cent, of agricultural land be hereafter opened for settlement. The association desired to impress upon the federal and provincial governments the great necessity of placing in forest re-

serves all lands at the head waters of streams.

It was decided to appoint a committee to consider the preparation of farmers' bulletins of warning, instruction bulletins for schools, material for the inclusion of elementary forestry in high school courses and the preparation of maps and lantern slides for lecture purposes.

The convention closed with a banquet held at the National Club, at which the chair was occupied by the President of the Board of Trade, Toronto, Ont.

GENERAL REGULATIONS AFFECTING LEVEL RAILWAY CROSSINGS, AS AMENDED AT A MEETING OF THE BOARD OF RAILWAY COMMISSIONERS HELD IN JANUARY, 1909.

1. That, unless otherwise ordered by the Board, the width of approaches to rural railway crossings over highways be twenty feet road surface on concession and main roads and sixteen feet on side and bush roads.

2. That a strong, substantial fence or railing, four feet six inches high, with a good post cap (four inches by four inches), a middle piece of timber (1½ inches by 6 inches), and a ten-inch board firmly nailed to the bottom of the posts to prevent snow from blowing off the elevated roadway, be constructed on each side of every approach to a rural railway crossing where the height is six feet or more

above the level of the adjacent ground, leaving always a clear road surface twenty feet wide.

3. That the width of approaches to rural railway crossings made in cuttings be not less than twenty feet clear from bank to bank.

4. That, unless otherwise ordered by the Board, the planking or paving blocks or broken stone, topped with crushed rock screenings, on rural railway crossings over highways (between the rails and for a width of at least eight inches on the outer sides thereof) be twenty feet long on concession and main roads and sixteen feet on side and bush roads.

THE DEPARTMENT OF INDUSTRIES AND IMMIGRATION OF NOVA SCOTIA*.

THE Department of Industries and Immigration for Nova Scotia was instituted by the Provincial Government in October, 1907. The Government wished to secure for that Province a fair share of the immigration into Canada, and also to foster native industries and encourage the introduction of foreign capital. The new department was placed under the Secretaryship of Mr. Arthur S. Barnstead.

As the organization has been in existence for but little more than a year much of the work of 1908 was largely preparatory. Nevertheless some prog-

ress was made toward the end for which the Department was established.

A vigorous and systematic publicity campaign has been begun in such periodicals as "Canada," "Standard of Empire," "The Colonizer," "Canadian Gazette" and in agricultural journals. The result has been an inflow of enquiries from all parts of the British Isles, Canada, United States, and in fact all parts of the world.

In response to these enquiries two

* The material contained in this article was supplied by courtesy of Mr. A. S. Barnstead, Secretary of the Department.

attractive booklets descriptive of the resources and opportunities of Nova Scotia, which were prepared under the direction of the Department, have been sent out accompanied by specific letters. The various Dominion Immigration Agencies throughout the United Kingdom have also been supplied with this literature.

Early in the year the farmers throughout the Province were notified that the Secretary would endeavour to fill all applications for farm help forwarded to his office. The farmers who took advantage of this offer were for the most part satisfactorily supplied from the immigrant arrivals at Halifax during March, April and later months of the year. An office was secured in the Immigration Building at Halifax, literature distributed among the disembarking immigrants and all enquiries respecting the Province answered in detail. The result of these and other efforts is shown by the following figures.

The total immigration into the province of Nova Scotia *via* ocean ports during 1908 was 4,919. Of these, 3,350 were

men, 922 women and 647 children. Of the number who declared their intention to settle in Nova Scotia and take up farming, 377 farmers, with them there were 124 women and 120 children. There were 286 domestic servants, making a total of 907 farmers, their wives, children and domestic servants.

None of the foregoing figures take into account the numbers of Nova Scotians who returned last summer from the United States to seek employment here and of whom some are known to have taken up farming on the old homesteads or purchased farms for themselves.

A Bureau of farms for sale throughout the Province has been established in connection with the Department and some satisfactory sales effected. As the newcomers become better acquainted with farming conditions in this country they will purchase properties in increasing numbers and the Bureau will thus serve a most useful purpose.

Throughout the present year the Department will pursue its work on the lines that proved so satisfactory in 1908.

CONSERVATION OF NATURAL RESOURCES OF NORTH AMERICA—INTERNATIONAL CONFERENCE AT WASHINGTON, D.C.

UNDER date of February 1, the Hon. Sydney Fisher, Minister of Agriculture, the Hon. Clifford Sifton and Mr. Henri S. Beland, M.D., M.P., of St. Joseph de Beauce, Que., were appointed commissioners to represent the government of Canada at a conference summoned by His Excellency the President of the United States to meet at Washington, D.C., on February 18 with a view to the preservation of the natural resources of this continent. Mr. R. E. Young was appointed secretary to the commission.

Recommendations of Conference.

The conference held sessions on February 18 and 19 and the conclusions reached were afterwards given to the public in the form of a special message to Congress by President Roosevelt and through a statement given to the press by

the Canadian Commissioners. While none of the three governments concerned are bound by the action of the conference, the representatives found themselves so thoroughly in sympathy in regard to the waste of natural resources common in the countries represented, *viz.*: the United States, Canada, Mexico and Newfoundland, that it set forth a number of definite suggestions to be adopted by the various governments.

Among natural resources, in the view of the conference are to be included all materials available to the use of man as a means of life and welfare, including those on the surface of the earth, such as soil and water, those below the surface, such as minerals, and those above the surface such as forests. It is recommended in general terms that these resources be developed and conserved for the future; that those which are necessities of life

should be regarded as public utilities and that as far as possible effective measures should be adopted to guard against monopoly. The maintenance and improvement of health is regarded as a first essential and legislation for the prevention of lake and river pollution by sewage was endorsed. The question of forest preservation was dealt with at some length. The conference also favoured the complete and concurrent development of waters and water powers under specific regulations. With regard to lands and minerals the conference favoured the regulation of grazing and public lands, the disposal of public lands to actual settlers in areas sufficient to support a family, the subdivision of excessive holdings of agricultural and grazing lands, the prevention of the waste of fuel, government control of minerals and the substitution of water power for coal wherever possible. It was also urged

that each Government should hold a scientific investigation into mining accidents, that there be game protection under regulation by the creation of game preserves and special protection for birds useful to agriculture.

In conclusion the declaration recommends the establishment in each country of a permanent conservation commission, under which a system of intercommunication may be inaugurated, whereby all discoveries which are of value in conserving or improving any natural resource, shall be transmitted by each Commission to all of the others to the end that they may be adopted and utilized as widely as possible.

The conference suggested to the President of the United States that all nations should be invited to join together in conference on the subject of world resources and their inventory and conservation.

ANNUAL CONVENTION DISTRICT NUMBER EIGHTEEN UNITED MINE WORKERS OF AMERICA.

THE seventh annual convention of district number eighteen of the United Mine Workers of America was held at Lethbridge, Alta., February 5-6. The following is a brief statement of the more important proceedings of the convention.

A resolution was carried by which the article in the constitution extending to all employees in and about mines, without regard to race or colour, except Chinese and Japanese, an invitation to unite with the union, was amended by the striking out of the words, "except Chinese and Japanese."

The Alberta government was requested to instruct the Mines' Inspector to see that the plan of the workings of any mines in Alberta be posted in a conspicuous place so that workmen might use every possible means of escape in case of accident.

A loan of \$5,000 from the National Association to the local union at Fernie, B.C., for the completion of a labour hall was endorsed, the district becoming responsible to the International association.

In the report of the president the district organization was advised to sever its connection from the Trades and Labour Congress of Canada. The opinion of the president was endorsed by the meeting.

It was resolved to direct the attention of the members of the British Columbia legislature to the necessity of making a bi-monthly pay system compulsory. A despatch was forwarded to the premier of Alberta expressing disapproval of certain proposed amendments to the Workmen's Compensation and 8-hour day bank to bank laws of Alberta and urging the legalizing of a compulsory local bi-monthly pay system.

The meeting expressed its approval of the affiliation with the Western Federation of Miners.

It was resolved to request the government of Alberta and British Columbia to have proper apparatus kept in readiness at coal mines to be used by rescue parties in case of accident.

Legislation regulating and establishing a Miners' Examination Board,

for the purpose of examining and granting certificates to miners was endorsed.

The initiation fee for non-practical miners, that is for men earning \$2.50 per

day and under was fixed at \$5.00. For others the fee is \$10.00.

The district division was transferred from Blairmore to Fernie, B.C.

PUBLIC OWNERSHIP OF INTERIOR ELEVATORS—PRONOUNCEMENT OF PREMIERS OF ALBERTA, SASKATCHEWAN AND MANITOBA.

DURING the month of January, 1909, negotiations were in progress between the Premiers of Alberta, Saskatchewan and Manitoba and the Grain Growers' Association of western Canada with reference to a proposal by the latter that the governments of the Provinces named should establish and operate a system of interior grain elevators. The reply of the three premiers was sent to the secretary of the Grain Growers' Association in the closing days of January. In it the Premiers expressed the view that an amendment of the British North America Act would be necessary before such a system could be established. The pronouncement of the Premiers is of great importance in connection with the question of public ownership in Canada and the relations of the Dominion and the provinces in this regard.

Reply of the Premiers.

In full, the reply of the Premiers was as follows:—

Dear Sir,—We have had under careful consideration the representations made by you to us in our recent conferences concerning the grain trade, and the necessity of certain remedial measures being adopted to remedy the grievances complained of. We readily assent to your position that anything affecting the agriculturist is of paramount importance and deserves the most mature consideration. We understand that you take the position that nothing further can be hoped for by amendments to existing legislation insofar as internal elevators are concerned and to obtain what your executive desires, you request that insofar as the three western provinces are concerned, a system of government ownership and operation of grain elevators be inaugu-

rated. In reply to this request we beg to say as follows:—

The several matters presented involve, in their institution, carrying out and performance, the consideration of unusually grave and complicated questions, constitutional, financial and legislative, which we will more fully hereinafter indicate.

Nature of the Problems.

The three provinces are asked to wholly provide, operate and maintain on the public credit, the requisite quota of elevators for the storage of grain and to regulate generally the manner in which the shipment or transportation of grain shall be conducted. This will necessarily involve, as you will recognize, a new constitutional principle not hitherto exercised, and also means the incurrence from time to time of heavy financial responsibilities on the part of the several provinces, and further the putting in practical form by constructive, regulative and restrictive legislation, the right of absolute provincial government control and regulation of the matters involved.

It is evident that to accomplish in its entirety the end lastly above mentioned or sought by you it would be necessary first for our respective provinces to be given, or have delegated to them, the necessary legislative powers in the premises, by amendments, through the imperial parliament, to the British North America act; and secondly, to have adequate provision made for the necessary self-protection and the consequent liability undertaken by us amongst other provisions expressly stipulating that all grain should pass through one channel, and one channel only; or in other words to create in regard thereto a complete

and absolute monopoly. Any attempt to deal with the subject, other than in a full, complete and far-reaching manner would, in our opinion, fail and prove futile, and possibly be followed with disastrous results.

The separate states of the United States, in dealing with transportation companies doing an interstate business found themselves unable to accomplish their desire and federal action was invoked to meet their difficulties. These states, while occupying a somewhat identical position with the provinces, possessed much more power relatively to their federal government than the provinces do to the federal government of Canada. The founders of confederation clearly intended that the federal parliament of Canada should hold and possess the residuum of power and clearly and unmistakably define the lines which should separate federal and provincial legislation, and such division has clearly continued down to the present time. Wherever power is given to the federal parliament and not to the provincial assemblies it is incompetent for the provincial assemblies to trespass upon such powers. It must, therefore, be admitted, without question, that powers of provincial legislature are limited.

The Federal Authority.

The parliament of Canada has exclusive jurisdiction to deal with certain classes of subjects. One of the objects of the constitution of Canada was to create a strong federal government charged with duties and responsibilities towards industry, and to establish confidence, credit and commerce by salutary laws affecting the Dominion as a whole and the nations with which the Dominion and its people would from time to time deal, to be enforced by the power of the whole Dominion. It was not, we believe, ever intended that both the federal parliament and the legislatures of the several provinces should have and exercise identical or similar powers respecting certain classes of duties and powers to be performed. Therefore, it was manifest that when certain powers are given solely to the federal government it necessarily im-

plies a prohibition on the part of the province to act on the subject so solely assigned to the Dominion.

Provision of B. N. A. Act.

One of the provisions of the British North America act is as follows:—

“It is specifically declared that any matter coming within the classes of subjects as to which the parliament of Canada is given control shall not be deemed to come within the class of matters of a local or private nature comprised in the enumeration of the classes of subjects assigned.”

The subject upon which the provinces are asked by your executive to take action, that is to say, the monopolistic establishment and operation of grain elevators and handling of grain in the three provinces as a public utility, can hardly be claimed to be purely of a local or private character, and involves in its carrying out the condition precedent of the provinces being possessed of the necessary power and authority in the premises which unfortunately, from the standpoint of carrying out the wishes of your executive, is not the case, and it follows that any legislative action taken by the provinces along the lines suggested would, in addition to being extraterritorial in effect, be dealing with some of the matters as to which the parliament of Canada has exclusive jurisdiction to deal with and beyond the power of the local authorities to enact.

Provincial Jurisdiction.

We have in a general way given expression to our views respecting the absence of provincial jurisdiction in the premises. We, however, desire to briefly particularize the powers which the parliament of Canada has, and which the provinces have not, and which are necessary for the latter to have, in order to fully and effectually deal with the matter in question.

It is provided by the British North America Act that the exclusive legislative authority of the parliament of Canada shall extend to certain classes of subjects, among the number being, “The

regulation of trade and commerce," and "weights and measures," "National Railways" (such as C.P.R., C.N.R., and G.T.P.). The provisions are clear and distinct, that in all matters respecting and affecting the trade and commerce of the Dominion and the weighing and measuring of the several commodities of the country, the parliament of Canada shall have exclusive authority to deal. Laws have been so enacted and relate and apply not to any portion but to the dominion of Canada as a whole. The manner of administration, the responsibilities imposed, and privileges extended are uniform throughout. We cannot find that any of the provinces have ever attempted to deal with matters affecting either of the classes of subjects above mentioned. The power of the parliament of Canada with regard thereto has always been considered supreme. Applying this view to the present application or requests of your executive, we are in full accord in expressing the opinion that in the present condition of the constitution of Canada the consummation, either wholly or partially, of the desires of your executive, can only be given effect to in one of two ways; *i.e.*, either by legislative action of the parliament of Canada (which now possesses the amplest powers of dealing therewith) or, by securing amendments to the British North America act by the imperial parliament conferring full and absolute control and authority upon the provinces in the premises, that is to say:

1. To wholly and absolutely control, regulate and govern the storage and handling of grain.

2. To prescribe, control and regulate the weights and grades of grains, subject to no alteration or review by any other authority.

3. To fully control all transportation companies, railways, etc., in the matter of expropriation of elevators and sites, the distribution of cars, and in other respects to provide such regulations and restrictions respecting these companies as shall be essential for the convenient and satisfactory handling of grain.

4. Generally, all such other powers

and authority as to trade and commerce and the weighing and grading of grain as may be necessary to give the provinces complete inherent and extrajurisdictional jurisdiction in the premises in this respect; that is to say, full authority within the provinces, and also outside where the grain may be handled at terminal points.

The Cost.

There is also to be considered the financial sides of the case. Charles C. Castle, warehouse commissioner, has furnished official statements to us, showing among other things hereinafter set forth, the following information, *i.e.*, that the number of elevators under operation last season was 1,334, with a storage capacity of 39,724,000 bushels. To put into effect any practical scheme of public ownership of elevator facilities and complete government control over the handling and shipment of grain would involve the provinces in a very large financial undertaking. It would be necessary to provide, in the first place, the requisite number of elevators to handle the business; not any part, but the whole of it, for the monopoly should be absolute in all respects—and, in the next place, for the cost of maintenance and management. Mr. Castle states that the cost of constructing an ordinary standard 25,000 bushel elevator is between \$5,000 and \$5,400. The initial outlay, therefore, to be provided for by the provinces to establish and equip an adequate elevator system or to acquire that already in existence would be between seven and ten million dollars. Then would arise the question of providing the necessary funds. This could only be accomplished by the issue of bonds by the province. We are of the view that without the provinces possessing the fullest power to legislate in the premises, the proffered securities would not be deemed desirable in the money markets of the world. It is therefore apparent that a solution of the problem is not only complicated in detail financially, but presents, as before stated, grave and constitutional difficulties.

Further Provisions necessary.

We are not insensible to the fact that at times in the history of the west there has existed (and may still exist) justifiable grounds for complaint as to the manner in which grain was, or is, being handled; but we believe that the parliament of Canada are desirous of relieving the grievances. Every year, either in legislation or administration, some improvement is noticeable.

Shipments.

Charles C. Castle, dominion warehouse commissioner, further officially states to us that for the 12 months ending Aug. 31, 1908, the total amount of wheat inspected at Winnipeg was 54,404,150 bushels, of which approximately 42,000,000 bushels were shipped through the elevators, and 12,500,000 bushels from loading platforms; thus about 22 per cent. of the total wheat crop was loaded from the loading platforms.

For the three months ending Nov. 30, 1908, he states there were 44,672,500 bushels of wheat inspected at Winnipeg, of which 30,094,078 were shipped through the elevators, and 14,578,422 bushels were shipped over the loading platforms, or about 33 per cent. of the total shipment, and that if the next crop is reasonably clean he would not be surprised if 40 per cent. of the total shipment was from the loading platform. As regards the loading platform, Mr. Castle states: "There are now loading platforms established at nearly every station in the Manitoba grain inspection division, and during the last season orders were given for 100 new ones to be built or enlarged to permit of four cars being loaded simultaneously."

Companies Will Help.

We are informed that with these improved conditions and the probability of such being added to from time to time both by the dominion authorities and the transportation companies and, more especially, the probability that the railway companies will in the near future, either voluntarily or by virtue of legislation, erect shipping houses especially for direct shipment, we feel that continued im-

provement in conditions for the handling of grain can be confidently expected.

We have at some length pointed out the constitutional and other difficulties involved in the carrying out of the suggestions of your executive and the amendments necessary to the British North America Act before action can justifiably be taken by the provinces.

We fully appreciate the magnitude and importance of the whole question and are fully alive to our responsibilities in the matter, and in conclusion beg to assure your association of: (1) Our willingness at all times to consider any grievances of the agriculturists of our respective provinces, our sympathy with them, and our readiness to co-operate with them in any measure or measures that will place them in a more advantageous position to carry on their labours; (2) That upon the procurement of the necessary amendment to the British North America Act, giving to the provinces the powers herein before indicated, to completely establish and control a public monopoly in the storage, handling and inspection of grain, that we are quite willing to endeavour, subject to the approval of our respective assemblies, to frame a scheme financially safeguarded for the giving of effect to the desire of your executive.

We are, dear sir, most obediently yours,

(Sgd.) A. C. RUTHERFORD,
Premier Province of Alberta.

(Sgd.) WALTER SCOTT,
Premier Province of Saskatchewan.

(Sgd.) R. B. ROBLIN,
Premier Province of Manitoba.

Action by Alberta Legislature.

On February 24, the legislature of Alberta passed a resolution introduced by the Hon. the Premier calling upon the dominion government to deal with the elevator system by making provision for government ownership and operation of grain elevators in Alberta, or as an alternative to confer upon the province by either dominion or imperial legislation the power to deal fully with the question of the storage, transportation and grading of grain.

INTERVIEW WITH DOMINION GOVERNMENT RE COMBINES IN RESTRAINT OF TRADE.

ON February 26, a deputation waited upon the Honourable the Minister of Finance and the Right Honourable the Minister of Trade and Commerce, with a view to invoking the aid of the government of Canada in the control of combines. The deputation included Mr. E. C. Drury, Master of the Dominion Grange; Mr. James McEwing, M.P.P.; Mr. H. J. Pettypiece, Ex.-M.P.P.; Mr. J. W. Curry, K.C.; Mr. W. L. Smith, editor of the *Weekly Sun* and Mr. J. W. Woods of Gordon McKay and Company.

The deputation, which was accompanied by a number of Members of Parliament, presented the following memorandum:—

Memorandum Presented.

There are few countries in which the circumstances are so favourable to the formation of trade combinations as they are in Canada. The census of 1905 shows sixty lines of manufacturing in the Dominion in which the business of manufacturing is confined to five establishments or less. Where the number of factories in any line is so small as it is in these cases it is the most natural thing in the world to find the heads of the two, four, or five different establishments coming together with a view of arriving at an understanding as to prices to be charged for the output of all.

This tendency becomes almost inevitable when, as in the case here, the tariff on goods imported from abroad is so high as to largely relieve the home manufacturer from danger of foreign competition. In most of the lines of manufacture in which the number of factories engaged is five or less, the protection against foreign competition is 30 or 35 per cent.

The business of manufacturing wall paper may be taken as an illustration in this connection. The census of 1905 shows four establishments engaged in the making of wall paper in this country. The value of the total output of these

four factories in that year was over a million dollars. The owners of these factories were protected against foreign competition, under the general tariff, by a duty on imports of 35 per cent. Providing domestic competition is eliminated by combination, these factories are thus placed in a position, by the protection accorded, to exact at least \$300,000 a year from users of wall paper more than the commodity is worth in the open markets of the world. What more natural, therefore, in all cases where the conditions are at all similar, than that combination should take place?

The natural thing has, in many cases, become the thing accomplished. In rubbers, up to a short time ago, at all events, there was a uniform price list for all Canadian factories. In certain lines of woodenware, such as pails and tubs, while the existence of a combination is denied, the fact of uniformity in price lists is admitted. In a statement made by Mr. G. B. Ryan of Guelph before the Tariff Commission in 1905, the assertion was made (and there has been no denial of the assertion since) that there is but one door through which merchants can enter in buying cotton from Canadian mills, and the result is that consumers of home-made cottons are forced to pay, on \$12,000,000 worth of these cottons purchased, at least 20 per cent. more than fair market prices. In the case of sugars, and various other lines of grocers' supplies, there is a double combination, manufacturers selling only a regular list of wholesalers, and the members of this wholesale combination agreeing among themselves and with the manufacturers to maintain prices mutually agreed upon. The prices of enameled ware are also artificially regulated, with the result that prices in this line are in many cases at least 40 per cent. higher than where trade is free.

Evidence collected in Toronto by Mr. J. W. Curry, K.C., when that gentleman was Crown Attorney, indicated that there were then well onto a hundred trade

combinations in Ontario, and that these were collecting in the aggregate millions of dollars a year in the form of unfair profits.

Perhaps the worst feature in the whole situation is in the manner in which combination retards improvement and limits development. Where a combination price list is agreed upon the schedule is placed high enough to ensure a profit on the output of the least efficient factory in the combination, and incentive to improvement thus being withdrawn, improvement does not take place. It is the common practice also to limit output in order to make it easier to maintain prices, and trade development is thereby retarded, employment is restricted, and the supply of necessities and conveniences unduly curtailed.

This situation has called forth protests from one end of Canada to the other. The Toronto Star has published a series of articles setting forth the facts. These articles have in whole or part been reproduced in many other journals, and there has been a general and strong demand for relief at the hands of the Dominion Government. This demand has been voiced by papers of all shades of political belief. The Orillia Packet, Windsor Record, Woodstock Sentinel-Review, Hamilton Herald, Calgary News, London Advertiser, St. Thomas Journal, Moncton Transcript and other papers have been particularly out-spoken. Organized bodies such as the Dominion Grange have also pronounced upon the matter, and by formal resolution, have called for the relief the situation demands.

The Government itself has anticipated the situation likely to arise under the trade conditions which exist. In the budget speech of 1897 Hon. Mr. Fielding, after calling attention to the declaration of the Liberal platform of 1893, in which it was asserted that the then tariff had "developed monopolies, trusts, and combinations," announced the intention of

the Government to provide against the continuance of these. The Government, he said, proposed to do this by giving to the Governor-in-Council, when it was made to appear that a domestic combination controlled production in any line, power to place on the free list imported articles which would compete with the domestic product. It was afterwards decided to allow this power to be exercised only when proof of the existence of such combination had been elicited by means of a judicial investigation. In the budget speech of 1907 Mr. Fielding announced the intention of going further and allowing such power to be exercised when it was shown, in the course of any judicial proceedings in the ordinary courts, that a combine existed.

These provisions, as experience has shown, are not sufficient to meet the necessities of the case. The expense of a judicial investigation is an almost insuperable obstacle in the way of securing relief for consumers by this means. In only one case has the means been taken advantage of. That was when newspaper publishers, acting through an association long in existence, took action against the paper combine. The cost to these publishers of securing such relief as was secured was some \$1,700. Such a burden cannot easily be assumed by the ordinary individual consumer.

What is required is that the Government shall appoint a special officer to act under the direction of the Custom's Department, whose duty it shall be to make immediate investigation into such circumstances as shall, when brought to the Government's attention, appear suspicious, and that upon a report being made by him to the department, appearing to warrant such procedure being taken, the Government shall institute a judicial enquiry at its own expense, and, if the evidence adduced satisfies the Government of the truth of the same, that the duty on imports which would compete with combine products shall be reduced or abolished.

COBALT MINING CAMP—OUTPUT OF 1908.

THE estimated value of the products of the Cobalt, Ont., camp in 1908 placed at \$9,500,000, while the aggregate value of the output from the date of the first shipment of ore in 1904 placed at \$20,790,000. The amount paid in dividends to the end of the past year was \$11,627,689. The total tonnage of ore was 47,187 tons, of which 24,000

tons were shipped in 1908 alone. The number of shipping mines has grown from 5 in 1904 to 17 in 1905, to 19 in 1906 and to 29 in 1907.

The following table shows the record of shipments in the various mines during the year with capital, acreage and amount of dividends paid to the end of 1908:

TABLE SHOWING SHIPMENTS, ACREAGE, CAPITAL, ETC., OF COBALT MINES, 1908.

Company.	Shipments 1908 Tons.	Acreage.	Capital issued.	Dividends paid to de- clared to end of 1908.
Buffalo.....	543.13	40	1,000,000	279,000
City of Cobalt.....	759.56	40	1,500,000	90,243
Chambers-Ferland.....	219.99	124	2,311,000	.....
Cobalt Lake.....	225.92	46	3,929,166	.....
Coniagas.....	610.10	40	800,000	800,000
Cobalt Central.....	276.79	777	4,761,500	95,230
Crown Reserve.....	597.10	22	1,999,957	400,000
Silver Queen.....	886.01	80	1,500,000	315,000
Drummond.....	1,156.88	80	.....	450,000
Foster.....	191.10	40	1,000,000	45,799
Kerr Lae.....	680.22	52	3,000,000	840,000
King Edward.....	318.19	88	6,000,000	.....
LaRose.....	4,668.62	300	1,119,400	1,596,602
McKinley-Darragh.....	1,810.20	120	2,246,937	360,109
Nipissing.....	3,445.12	658	6,000,000	2,740,000
Nova Scotia.....	237.95	40	2,000,000	.....
Nancy Helen.....	201.32	43	500,000	.....
O'Brien.....	3,396.27	150	.....	1,500,000
Peterson Lake.....	Leased	200	2,561,820	.....
Provincial Mine.....	75.84	.....	.....	.....
Right of Way.....	750.24	34	499,518	140,000
Silver Cliff.....	172.57	25	2,000,000	.....
Silver Leaf.....	196.93	40	5,000,000	.....
Temiscaming.....	736.25	40	2,500,000	300,000
" Hudson Bay.....	1,091.23	160	25,000	986,712
Townsite.....	177.41	40	500,000	.....
Tretheway.....	1,176.57	40	945,000	217,453
Green-Mehan.....	.....	40	1,500,000	.....
Red Rock.....	.....	30	1,000,000	.....
Little Nipissing.....	40.67	35	1,000,000	.....
Watts (King Edward).....	.....	.....	.....	.....
Beaver.....	.....	.....	.....	.....
Rochester.....	.....	65	1,000,000	.....

SPECIAL MEETING OF GRAND COUNCIL P. W. A.

THE Grand Council of the Provincial Workmen's Association held a special meeting at Sydney, N.S., during February. Resolutions were passed as follows:

1. Expressing confidence in the officers and principles of the Association;
2. Deprecating the effort of the United

Mine Workers of America to disrupt the organization;

3. Favouring the affiliation of the Association with the Canadian Federation of Labour, and the appointing of two paid organizers, one for Cape Breton, and one for the mainland.

4. Favouring an increase in the present duty on American coal.

FACTORY OPENED BY TRADES AND LABOUR COUNCIL OF LONDON, ONT.

THE London Trades and Labour Council have opened a factory in this city for the purpose of giving employment to some portion of the unemployed union men of the city. The Council is financing the venture. About ten hands were employed during February, and more will be employed in the near future.

A committee has been appointed by the Council to manage the undertaking.

The Council is only able to give a certain number work, and that on short hours.

The men will make toys and various small articles, such as any mechanic can make, so that they will experience no trouble in disposing of their wares to the different business houses.

Rules of Factory.

The following are the rules for the government of the factory, which are posted up in a conspicuous place:

"This establishment is run upon the principle of self-help and mutual assistance.

"It pays no dividends to shareholders, and does not aim at the accumulation of profits, and must necessarily depend for success upon the honor and loyalty of the workmen it designs to benefit. The committee of management therefore look for

the hearty co-operation of those who may labour within its walls. Let it ever be borne in mind that the way to accomplish a great work is to do a little towards it every day.

"Until further notice the hours of labour in this workshop shall be six per day, from 9 o'clock a.m. to 12 O'clock noon, and from 1.15 to 4.15 O'clock p.m.

"Tools when used must be promptly returned to their proper place.

"This shop shall be kept in as cleanly a state as possible, and each evening before closing shall be swept out and all waste material properly deposited.

"The committee of management believe that the promulgation of a set of cast iron rules, with restrictive provisions, is unnecessary, feeling assured the employees will heartily co-operate and recognize that the largest possible measure of individual liberty is not incompatible with the operation of an efficient system from which the best of results shall accrue.

"Each employee is expected to be in his place promptly on time, and show by his general deportment that he recognizes the fact that the success of the enterprise depends largely on his individual effort.

"The committee of management will at all times stand ready to listen to complaints of employees, and will welcome any suggestions that may tend to promote the efficiency of the workshop.

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR, CANADA, DURING THE FOURTH QUARTER OF 1908.

VERY few changes in rates of wages and hours of labour were reported to the Department of Labour as having taken effect during the fourth quarter of 1908. Schedule rates were for the most part stationary throughout Canada. Unskilled labour, farm hands and employees of the lumber camps were receiving lower wages than at the corresponding period of 1907.⁽¹⁾

The various changes of the quarter of which information was received at the Department, arranged according to industries and groups of trades, were as follows:—

Mining ⁽²⁾—Employees of the Manitoba and Saskatchewan Coal Company, of Bienfait, Sask., and of the Galbraith Coal and Coke Company of Lundbreck, Alta., to the number of 30, received an adjustment in wages after investiga-

⁽¹⁾ See the *Labour Gazette* for September, 1908, page 318, for November, 1908, page 526, and for December, 1908, pages 536 and 617 respectively.

⁽²⁾ See the *Labour Gazette* for December, 1908, page 535.

gations under the Industrial Disputes Investigation Act.⁽³⁾

Lumbering.—A reduction in wages from \$2.20 to \$2.00 per nine hour day was accepted from October 1st by 72 shingle sawyers and bunchers in the employ of several firms at St. John, N. B.

Metal trades.—Twenty-five iron moulders at Brantford, Ont., had their piecework scale reduced 10 per cent., involving a reduction of from \$11.00–\$17.00 to \$9.90–\$15.30 per week. Seven labourers, termed “shakers-out,” were at the same time reduced from \$1.75 to \$1.50 per day.

Railway employees.—A number of railway employees received an adjustment in their scale as a result of decisions by boards appointed under the Industrial Disputes Investigation Act. Locomotive engineers (340) in the employ of the

Canadian Northern Ontario, Canadian Northern Quebec, and the Quebec and Lake St. John Railway Companies, received an increase in wages.⁽⁴⁾ Carmen (49) in the employ of the Quebec and Lake St. John Railway Company also had their wages adjusted.⁽⁵⁾

Civic employees.—At Ottawa, Ont., 3 pipe layers had their wages reduced from \$2.25 to \$2.00 per day, and 10 civic labourers received an increase in wages from \$1.75 to \$2.00 per day. At Lethbridge, Alta., policemen had their wages advanced as follows:—⁽⁶⁾

Class.	Before change per month.	After change per month.
Chief.....	\$110	\$125
Sergeant.....	90	90
Constable.....	70	75

⁽⁴⁾ See the *Labour Gazette* for December, 1908, page 597.

⁽⁵⁾ See the *Labour Gazette* for December, 1908, page 594.

⁽⁶⁾ See the *Labour Gazette* for December, 1908, page 587.

⁽³⁾ For a statement of the adjustment effected see the *Labour Gazette* for January, 1909, pages 701 and 703 respectively.

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada.

RECENT official returns show a continuation of the decrease in the volume of immigration from Europe, with a continued increase in the number of homestead entries made and of land patents issued in western Canada. Statements in detail are as follows:—

British Emigration Returns.

During the month ended December 31st, 1908, the number of passengers leaving the United Kingdom for British North America, according to official returns of the Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING DECEMBER, 1907–08.

Nationality.	1908	1907
English.....	886	1,207
Welsh.....	5	*
Scotch.....	239	212

rish.....	31	5
British Colonial.....	15	*
Total of British origin.....	1,176	1,472
Foreign.....	787	1,296
Nationality not distinguished.....		55
Total.....	1,963	2,823

During the calendar year ended December, 1908, the number of passengers leaving the United Kingdom, as above mentioned, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING CALENDAR YEARS 1908–07.

Nationality.	1908	1907
English.....	56,518	110,329
Welsh.....	1,308	*
Scotch.....	16,573	33,393
Irish.....	4,089	7,494
British Colonial.....	2,723	*
Total of British origin.....	81,211	151,216
Foreign.....	14,066	34,560
Nationality not distinguished.....		55
Total.....	95,277	185,831

(*) Not separately distinguished in 1907.

Homestead Entries During December, 1908.

The following statement shows the number of homestead entries made in December, 1908, compared with December, 1907.

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF DECEMBER, 1908, AS COMPARED WITH DECEMBER, 1907.

Agency.	1908	1907	In-crease.	De-crease.
Battleford.....	150	214	.....	64
Brandon.....	7	11	.....	4
Calgary.....	278	93	185	.....
Dauphin.....	141	45	96	.....
Edmonton.....	338	235	103	.....
Estevan.....	29	58	.....	29
Humboldt.....	169	134	35	.....
Kamloops.....	27	6	21	.....
Lethbridge.....	455	143	312	.....
Moose Jaw.....	994	375	619	.....
New Westminster...	2	7	.....	5
Prince Albert.....	93	102	.....	9
Regina.....	77	85	.....	8
Red Deer.....	128	110	18	.....
Winnipeg.....	90	96	.....	6
Yorkton.....	127	135	.....	8
Total.....	3,105	1,849	1,389	133

Net increase for December, 1908, 1,256.

It will be seen that there has been an increase of 1,256 in the number of homestead entries made in December, 1908, as compared with December, 1907.

A statement of the homestead entries during the calendar year 1908, compared with the calendar year 1907, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES DURING CALENDAR YEARS 1908-07.

Month.	1908	1907	In-crease.	De-crease.
January.....	1,453	1,111	342	.....
February.....	1,420	1,033	387	.....
March.....	1,869	1,589	280	.....
April.....	2,987	2,594	393	.....
May.....	2,773	3,253	.....	480
June.....	3,247	4,574	.....	1,327
July.....	2,815	3,690	.....	875
August.....	1,859	2,814	.....	955
September.....	7,934	2,395	5,539	.....
October.....	5,221	2,252	2,969	.....
November.....	3,876	2,261	1,615	.....
December.....	3,105	1,849	1,256	.....
Total.....	38,559	29,415	12,781	3,637

Net increase for year 1908, 9,144.

It will be observed that there has been an increase of 9,144 in the number of homestead entries made during the calendar year 1908, as compared with the year 1907.

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, during the month of December, 1908, were as follows:—

Nationalities.	No. of Entries.
Canadians from Ontario.....	224
“ Quebec.....	48
“ Nova Scotia.....	12
“ New Brunswick.....	8
“ Prince Edward Island.....	10
“ Manitoba.....	96
“ Saskatchewan.....	321
“ Alberta.....	138
“ British Columbia.....	10
Persons who had previous entry.....	272
Newfoundlanders.....	.....
Canadians returned from the United States...	42
Americans.....	762
English.....	467
Scotch.....	88
Irish.....	33
French.....	53
Belgians.....	18
Swiss.....	3
Italians.....	3
Roumanians.....	14
Syrians.....	.....
Germans.....	57
Austro-Hungarians.....	263
Hollanders.....	9
Danes (other than Icelanders).....	10
Icelanders.....	6
Swedes.....	37
Norwegians.....	43
Russians other than Mennonites and Doukhobors).....	54
Mennonites.....	.....
Doukhobors.....	.....
Chinese.....	1
Japanese.....	1
Persians.....	.....
Australians.....	.....
New Zealanders.....	.....
Bulgarians.....	2
Total.....	3,105

Representing 7,214 souls.

Recent Immigrant Arrivals.

The following table gives a detailed statement of immigrant arrivals during the first ten months of the present fiscal year:—

TOTAL IMMIGRATION TO CANADA FROM APRIL TO JANUARY (10 MONTHS) OF FISCAL YEAR

	1907-1908				1908-1909			
	Males.	Females	Children	Totals	Males	Females	Children	Totals
APRIL:								
Via ocean ports.....	24,972	5,052	4,414	34,438	15,635	3,811	3,223	20,669
From United States.....	5,131	2,103	2,379	9,613	5,676	1,531	1,877	9,084
Totals.....	30,103	7,155	6,793	44,051	19,311	5,342	5,100	29,753
MAY:								
Via ocean ports.....	24,744	7,153	6,858	38,755	9,245	4,209	3,691	17,145
From United States.....	3,749	1,522	1,651	6,922	3,923	1,209	1,307	6,439
Totals.....	28,493	8,675	8,509	45,677	13,168	5,418	4,998	23,584
JUNE:								
Via ocean ports.....	18,107	7,171	7,041	32,319	4,924	3,392	2,436	10,752
From United States.....	2,806	1,279	1,239	5,324	2,876	1,047	961	4,884
Totals.....	20,913	8,450	8,280	37,643	7,800	4,439	3,397	15,636
JULY:								
Via ocean ports.....	11,841	4,695	4,410	20,946	2,927	2,188	1,756	6,851
From United States.....	2,760	1,455	1,180	5,395	2,684	1,003	792	4,479
Totals.....	14,601	6,150	5,590	26,341	5,611	3,191	2,528	11,330
AUGUST:								
Via ocean ports.....	8,584	4,431	3,921	16,956	2,035	1,858	1,505	5,398
From United States.....	2,160	1,077	839	4,076	3,027	907	750	4,684
Totals.....	10,744	5,508	4,760	21,012	5,062	2,765	2,255	10,082
SEPTEMBER:								
Via ocean ports.....	8,085	4,055	3,064	15,853	2,402	1,858	1,143	5,403
From United States.....	1,954	1,019	880	3,402	2,965	971	753	4,689
Totals.....	10,039	5,074	5,944	19,057	5,367	2,829	1,996	10,092
OCTOBER:								
Via ocean ports.....	6,939	3,640	3,018	13,597	1,666	1,610	1,228	4,504
From United States.....	2,435	1,139	1,072	4,646	2,582	1,030	973	4,585
Totals.....	9,374	4,779	4,090	18,243	4,248	2,640	2,201	9,089
NOVEMBER:								
Via ocean ports.....	5,376	2,632	2,101	10,109	1,214	1,035	753	3,002
From United States.....	2,140	951	1,065	4,156	2,145	889	994	4,028
Totals.....	7,516	5,583	3,166	14,265	3,359	1,924	1,747	7,030
DECEMBER:								
Via ocean ports.....	3,886	1,284	929	6,099	1,015	618	465	2,098
From United States.....	1,627	615	695	2,937	1,655	597	610	2,862
Totals.....	5,513	1,899	1,624	9,036	2,670	1,215	1,075	4,960
JANUARY:								
Via ocean ports.....	1,632	668	505	2,805	930	496	375	1,801
From United States.....	1,542	606	614	2,762	1,317	480	499	2,296
Totals.....	3,174	1,274	1,119	5,567	2,247	976	874	4,097
Grand totals.....	140,470	52,547	47,875	240,892	68,843	30,739	26,071	125,653

1908-1909, COMPARED WITH THE CORRESPONDING MONTHS OF FISCAL YEAR 1907-1908.

DECREASE OR INCREASE.								Percentage of Decrease, Increase	
Decrease Males.	Increase Males.	Decrease Females.	Increase Females.	Decrease Children.	Increase Children.	Decrease Totals.	Increase Totals.	Decrease	Increase
11,337	545	1,241	572	1,191	502	13,769	529	40	6
10,792		1,813		1,693		14,298		32	
15,499	174	2,944	313	3,167	344	21,610	483	56	7
15,325		3,257		3,511		22,093		48	
13,183	70	3,779	232	4,605	278	21,567	440	67	8
13,113		4,011		4,883		22,007		58	
8,914	76	2,507	452	2,674	388	14,095	916	67	17
8,990		2,959		3,062		15,011		57	
6,549	867	2,573	170	2,416	89	11,538	608	68	15
5,682		2,743		2,505		10,930		52	
5,683	1,011	1,297	48	1,921	127	9,801	836	64	22
4,672		2,245		2,048		8,965		47	
5,273	147	2,030	109	1,790	99	9,093	61	67	1
5,126		2,139		1,889		9,154		50	
4,162	5	1,597	62	1,348	71	7,107	128	70	3
4,157		1,659		1,419		7,235		51	
2,871	28	666	18	464	85	4,001	75	66	3
2,843		684		549		4,076		45	
702		172		130		1,004		36	
225		126		115		466		17	
927		298		245		1,470		26	
71,627		21,808		21,804		115,239		48	

Of the total of 804 entries made in December, 1908, by persons coming from the United States, there were 437 from North Dakota, 131 from Minnesota, 30 from Wisconsin, 28 from Michigan, 25 from South Dakota, and 23 from Iowa.

Lands Patented in December, 1908.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory during December, 1908, is as follows:—

LANDS PATENTED DURING DECEMBER, 1908.

Nature of Grant.	December, 1908.	
	No. of Patents.	No. of Acres.
British Columbia homesteads....	8	1,154.60
British Columbia sales.....	3	100.20
Coal lands sales.....	4	677.69
Commutation grants.....	1	25.20
Homesteads.....	1,791	283,728.13
Hudson's Bay Co.....	2	320.00
Leases.....		
License of Occupation.....	3	
Manitoba Act grants.....		
Military Homesteads.....		
Mining Lands sales.....		
Mineral rights (573.40 acres)....	4	
North West half-breed grants....	8	1,510.46
Parish sales.....	1	145.46
Quit Claim, special grants (161 acres).....	1	
Railways:		
Alberta Ry. and Coal Co.....	3	4,644.00
Canadian Northern Ry.....	9	206.46
Can. Pac. Ry. grants.....	1	.07
Can. Pac. Ry. roadbed and station grounds.....		
Grand Trunk Pac. Ry.....	34	444.51
Manitoba and North Western Ry.....	2	13.69
Manitoba South Eastern Ry.....		
Sales.....	40	6,058.36
School lands sales.....	37	3,981.984
Special grants.....	10	274.86
Yukon Territory sales.....	1	77.12
Totals.....	1,963	303,362.994

In December, 1907, the number of patents issued was 1,675, covering an area of 478,523.37 acres, showing an increase of 288 in the number of patents issued, but a decrease of 170,260.38 acres in the area patented.

Notes.

The coming season promises to be more active with respect to immigration to this country than that of 1908. Bookings of steerage passengers already are heavy.

A representative of the Trades and Labour Congress of Canada has been despatched to Great Britain for the purpose of supplying information from the standpoint of the Congress with respect to emigration from Great Britain to Canada.

During February, a bill respecting immigration was introduced by the Hon. the Minister of the Interior, Canada, in the House of Commons, codifying existing statutes and containing a number of important new provisions with regard to the prohibition and deportation of certain classes of immigrants, the supervision of immigrants at ports of entry etc.

In order to meet a demand for farm labour reported from several parts of the province, and impressed with the belief that many farms now vacant might be sold to new settlers, the government of New Brunswick established, from January 1, 1909, a Superintendent of Immigration for the province. Mr. A. B. Wilmot was appointed, the head office being opened at St. John, N. B.

The Canadian Pacific Railway Company will establish in London, Eng., a general agency through which information relating to Western Canada will be given out, and a staff of men employed devoting their entire time answering enquiries with regard to openings for intending settlers, opportunities for the investment of capital, etc., in Canada. A large number of sub-agencies have already been established throughout Great Britain, and a campaign of advertising organized.

According to the Annual Report of the Department of the Interior, presented to Parliament on February 15, there arrived in Canada during the 12 months ended March 31, 1908, 262,469 emigrants, an increase of 39,767 over the preceding year. This being the largest immigration recorded in any fiscal year. Some 30,424 homestead entries were recorded.

a falling-off of 7,364 compared with 1906-07, owing largely to the late spring and the decrease of immigration from the United States. The 58,312 people who arrived from the United States during 1907-08 brought in money and effects to the value of about \$52,000,000. The average taken up was 4,867,840

acres. The report remarks that at the present rate of settlement it will soon be necessary to direct the incoming settler to the northern parts of Saskatchewan and Alberta. There was an increase of immigrants from France and Belgium, the total for the twelve months being 3,885, or five times as large as in 1906-07.

FAIR WAGES SCHEDULE IN GOVERNMENT CONTRACTS AWARDED DURING THE MONTH OF FEBRUARY, 1909.

The following is a list of contracts awarded by the Department of Public Works, the Department of Railways and Canals and the Department of Marine and Fisheries, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

ERECTION OF SIX GROYNES AT PORT STANLEY, ONT.

Erection of six groynes at Port Stanley, Ont.; name of contractor, John H. Smale; Port Stanley, Ont.; date of contract, February 1, 1909; amount of contract, \$3,535.00.

Trade or Class of Labour.	Rate of Wages, Per day of 10 Hours, Not less than:
Fireman carpenter.....	\$3.00
Carpenters	2.25
" helpers.....	1.75
Blacksmiths.....	2.25
" helpers.....	1.75
Ordinary labourers.....	1.50
Driver, with 1 horse and cart.....	2.25
Driver, with 2 horses, wagon.....	3.00

BOAT HARBOUR, NAUFRAGES' POINT, P.E.I.

Boat harbour at Naufrages Point, P. E. I.; name of contractor, F. S. Macdonald, Souris, P. E. I.; date of contract, February 2, 1909; amount of contract, \$1,995.00.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Fireman carpenter.....	\$2.25
Carpenters.....	1.75

Blacksmiths.....	2.00
"	1.50
" helpers.....	1.50
Timekeepers.....	1.50
Steam derrick engineer.....	1.75
" fireman.....	1.40
Labourers.....	1.25
Driver, 1 horse and cart.....	2.50
Driver, 2 horses and wagon.....	.50
Dredge runner.....	\$100.00 per mo.
" engineer.....	85.00 "
" cranesman.....	40.00 "
" fireman.....	30.00 "
" deckhands.....	25.00 "
Tug captain.....	50.00 "
" engineer.....	45.00 "
" fireman.....	25.00 "
Sailors.....	25.00 "
Cooks.....	40.00 "

POST OFFICE AT ST. ROCH, QUE.

Construction of post office at St. Roch de Québec, Que.; names of contractors, Jinchereau and Lamonde, Quebec, Que.; date of contract, February 6, 1909; amount of contract, \$47,711.00.

Trade or Class of Labour.	Rate of Wages, Not less than:
Carpenters (rough).....	\$2.00 per day 9 hours
Joiners.....	2.25 " 9 "
Plasterers.....	.40 per hour 9 "
Bricklayers.....	.45 " 9 "
Masons.....	.35 " 9 "
Plumbers and steamfitters	2.00 per day 9 "
Stonecutters.....	.40 per hour 8 "
Painters.....	.23 " 9 "
Builders' labourers.....	.20 " 9 "
Sheet metal workers.....	2.00 per day 10 "
Driver, 1 horse and cart.....	3.00 " 10 "
Driver, 2 horses and wagon.....	4.50 " 10 "

BREAKWATER AND WHARF AT LORNEVILLE, N. B.

Combined breakwater and wharf at Lorneville, N. B.; name of contractor, James E. Kane; St. John, N. B.; date of

contract, February 10, 1909; amount of contract, \$27,000.00.

Trade or Class of Labour.	Rate of Wages, Per Day of 9 Hours, Not less than:
Foreman carpenter.....	\$3.00
Carpenters.....	2.25
Blacksmiths.....	2.00
" helpers.....	1.50
Labourers.....	1.75
Driver, 1 horse and cart....	2.50
Driver, 2 horses and wagon	4.00

PUBLIC BUILDING AT ESTEVAN, SASK.

Public building at Estevan, Sask., names of contractors, Snyder Bros., Portage La Prairie, Man.; date of contract, February 21, 1909; amount of contract, \$19,850.00.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Stonecutters.....	\$.60 per hour.
Bricklayers.....	.55 "
Masons.....	.55 "
Carpenters.....	.35 "
Joiners.....	.35 "
Stairbuilders.....	.35 "
Plasterers.....	.50 "
Lathers.....	.04½ per yard
Painters and glaziers.....	.30 per hour.
Plumbers.....	.40 "
Steamfitters.....	.40 "
Tinsmiths.....	.35 "
Metal roofers.....	.35 "
Electrical workers.....	.35 "
Builders' labourers.....	.25 "
Ordinary labourers.....	.22½ "
Driver, 1 horse and cart....	.35 "
Driver, 2 horses and wagon	.45 "

BREAKWATER, MINASVILLE, N. S.

Breakwater at Minasville, N. S.; names of contractors, J. E. & H. Bigelow, Canning, N. S.; date of contract, February 23, 1909; amount of contract, \$7,975.00.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter.....	\$2.25
Carpenters.....	1.75
Blacksmiths.....	2.00
" helpers.....	1.35
Ordinary labourers.....	1.50
Driver, 1 horse and cart....	2.25
Driver, 2 horses and wagon	3.00

Department of Railways and Canals.

CONSTRUCTION LINDSAY SECTION TRENT CANAL.

Construction of the Lindsay section of the Trent Canal. Date of contract January 20th, 1909. Amount of contract schedule rates. Contractors, John Ritchie & Co., of Beamsville, Ont.

Trade or Class of Labour.	Rate of Wages, Not less than:
Foreman of labourers.....	\$ 2.25 per day 10 hours.
Labourers.....	1.50 " 10 "
Carpenters.....	2.25 " 10 "
Stonecutters.....	3.50 " 10 "
Masons.....	3.50 " 10 "
Blacksmiths.....	2.25 " 10 "
" helpers.....	1.50 " 10 "
Horse, cart and driver.....	2.50 " 10 "
Team, wagon and teamster.	3.50 " 10 "
Steam hoist runner.....	60.00 per mo., b. 12 hrs.
Dredge engineer.....	100.00 " " "
" craneman.....	70.00 " " "
" fireman.....	40.00 " " "
" deckhands.....	35.00 " " "
" cook (female).....	30.00 " " "
" watchman.....	40.00 " " "
Scowmen.....	40.00 " " "
Tug captain.....	60.00 " " "
Tug engineer.....	60.00 " " "
Tug fireman.....	35.00 " " "
Tug deckhands.....	35.00 " " "

** Not included in last month's report.

ICE HOUSE AT STE. FLAVIE, QUE.

Erection of an ice house at Ste. Flavie, Que. Date of contract, February 18, 1909. Amount of contract, \$3,250.00. Contractor, Zenon Ouellet, of Bic, Co. o Rimouski, Que.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters.....	\$1.75
Roofers.....	1.75
Builders' labourers.....	1.50
Common labourers.....	1.25
Joiners.....	2.00
Driver, 1 horse and cart....	2.00
Driver, 2 horses and wagon	3.00

HEATING APPARATUS AND WATER CLOSET AT OXFORD, N. S.

Installation of a hot water heating apparatus and water closets in the station at Oxford, N. S. Date of contract

February 12, 1909. Amount of contract, \$990.00. Contractors, Oxford Foundry and Machine Co., of Oxford, N. S.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Turners.....	\$2.00
Pipe fitters.....	2.00
Carpenters.....	1.75
Painters.....	1.75
Labourers.....	1.25

WIRING OF FREIGHT SHEDS AT ST. JOHN, N. B.

Electric wiring of freight sheds at St. John, N. B. Date of contract, February 18, 1909. Amount of contract, \$322.00. Contractor, Frank E. Jones, of St. John, N. B.

Trade or Class of Labour.	Rate of Wages, Per Day of 9 Hours, Not less than:
Electric foreman.....	\$3.00
" lineman.....	1.75
" wireman.....	1.75
Carpenter.....	2.50

RAILWAY, YAMASKA-LOTBINIERE.

From Yamaska to point in county of Lotbiniere, in lieu of subsidy granted by c. 57 of 1903,—70 miles; and from Mount Johnson to St. Gregoire station, in lieu of subsidy granted by c. 7 of 1899, 10 miles. Date of subsidy agreement, February 25, 1909. Amount of subsidy agreement, \$3,200 per mile, not exceeding \$6,400 per mile. Railway Company, The Quebec, Montreal & Southern Railway Company."

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Labourers.....	\$1.35
Carpenters.....	1.75
Cutters.....	4.00
Sons.....	3.00
Blacksmiths.....	2.25
Steam shovel engineer.....	3.60
" crane man.....	2.50
" fireman.....	1.50
Carrymen.....	1.50
Track drillers.....	1.75

Steam drillers.....	2.00
Blasters.....	2.00
Tracklayers.....	1.50
Locomotive engineers.....	3.00
" firemen.....	1.75
" brakemen.....	1.50
Steam derrick engineer.....	2.25
" firemen.....	1.75
Driver, 1 horse and cart.....	2.00
Driver, 2 horses and wagon.....	3.00

RAILWAY, SUDBURY JUNCTION-HUTTON MINES.

From Sudbury Junction to Hutton Mines, 30 miles. Date of subsidy agreement, February 4th, 1909. Amount of subsidy agreement, \$3,200 per mile, not exceeding \$6,400 per mile. Railway Company, "The Canadian Northern Ontario Railway Co."

CLASS OF LABOUR.

RATE OF WAGES.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in the case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing to them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefore is filed in the office of the Minister of Labour, and proof thereof satisfactory to the Minister is furnished, the Minister may pay such claim out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the contractors.

Department of Marine and Fisheries.

CONSTRUCTION OF LIGHTHOUSE, L'ARDOISE, N. S.

The construction of 2 wooden lighthouse towers at L'Ardoise, County of Richmond, Nova Scotia. Name of contractor, Lawrence Mury, West Arichat, N. S.; amount of contract, \$1,340; date of contract, 26th day of October, 1908.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters.....	\$1.75
Painters.....	1.75
Bricklayers.....	3.00
Labourers.....	1.25

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount of Order.
Making metal dating stamps and type, and making other hand stamps and brass crown seals.....	406.
Making and repairing rubber dating stamps and type, also other stamps.....	46.98
Supplying stamping material and wooden boxes, and repairing stamping pads.....	165.3
Supplying mail bags.....	32.50
Repairing mail bags.....	1,405.12
Making and repairing Post Office scales.....	222.00
Making and repairing mail locks and supplying mail bag fittings.....	597.12
Repairing portable letter boxes, Railway Mail Clerks' tin traveling boxes, parcel receptacles and street letter boxes.....	33.72
Making and repairing miscellaneous articles of Postal Stores.....	28.50
Making and supplying articles of Official uniform.....	4,799.50

INDUSTRIAL ACCIDENTS DURING THE MONTH OF FEBRUARY, 1909

Under this heading, account is taken of such accidents only as were sustained by workmen in the course of their employment, and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureau of Mines of Ontario and British Columbia, to the office of the factories inspectors of the Province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, Ottawa, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 236 individual work people in Canada during the month of February, 1909, were reported to the Department of Labour. Of these 76 were fatal and 160 resulted in serious injuries. In addition 6 fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before February, 1909.

In the preceding month there were 66 fatal and 164 non-fatal accidents reported, a total of 230, and in February, 1909, there were 89 fatal and 177 non-fatal accidents, a total of 266. The number of fatal accidents reported in February, 1909 was, therefore, 10 more than in the preceding month and 13 less than in February, 1908. The number of non-fatal accidents reported in February, 1909 was 4 less than in the preceding month and 17 less than in February, 1908.

Altogether there were 6 more industrial accidents reported in February, 1909 than in the preceding month and 30 less than in the same month of the preceding year.

Of 117 returns received during the month giving the ages of the victims of industrial accidents, 17 referred to persons under twenty-one years of age, 25 to persons between twenty-one and forty-five, and 3 to persons over 45. Seventy-two persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:

STATEMENT OF ACCIDENTS DURING FEBRUARY 1909, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed	Injured	Total
Agriculture.....	15	24	39
Lumbering.....	9	18	27
Mining.....	10	7	17
Building trades.....	2	2	4
Metal trades.....	5	30	35
Woodworking trades.....	14	1	15
Printing trades.....	6	0	6
Clothing trades.....	1	1	2
Textile trades.....	3	0	3
Food and tobacco preparation	8	0	8
Railway service.....	22	17	39
Navigation.....	1	3	4
General transport.....	7	0	7
Civic employees.....	3	0	3
Miscellaneous.....	5	9	14
Unskilled labour.....	7	5	12
Total.....	76	160	236

Nature of Fatalities and Accidents.

The chief disasters of the month, causing the death of more than one workman, were: the killing of seven railway construction hands by an explosion of dynamite north of Nepigon, Ont., the killing of three labourers at Montreal, Que., by the fall of a six ton pipe in a drain; the killing of three cattle drovers in a rear end railway collision near Ingolf, Ont., and the killing of two miners by a fall down a 200-foot shaft at the Torbrook Iron Mine at Annapolis, N.S.

Dynamite Explosion North of Nepigon, Ont.

On February 17, while a gang of railway construction labourers on the Grand Trunk Pacific line north of Nepigon, Ont., were tamping in a rock cut a premature explosion of dynamite occurred instantly killing seven workmen and slightly wounding two others.

Fatality in Drain at Montreal, Que.

On February 16, while several labourers were at work in a drain laying a water main at Côte des Neiges in the city of Montreal, Que., a six ton pipe fell on them killing two of them instantly, a third dying a few hours later.

Railway Fatality at Ingolf, Ont.

On February 23, some cattle drovers were proceeding west with a carload of horses when a rear end collision occurred at Ingolf, Ont. The railway car in which the drovers were travelling was nearly demolished and three of them were instantly killed. The jury brought in a verdict that the deaths were due to injuries received in a collision caused by the brake system on the second train being defective.

Mining Fatality at Annapolis, N.S.

On February 16, as two miners were coming to the surface at the Torbrook mine, Annapolis, N.S., the tub in which they were ascending tipped throw-

ing them out. They fell 200 feet and were instantly killed.

Record by Trades and Industries.

Agriculture.—There were 15 fatal and 24 non-fatal accidents in this industry during February, 1909, compared with 14 killed and 36 injured in the previous month and 11 killed and 16 injured in February, 1908. Three each of the fatalities were due to being struck by trains, to falling material and to a railway wreck; 2 to runaways and 1 each to being asphyxiated in a well, to machinery, to drowning and to exposure. Eight of the minor accidents were due to falling material, 5 to falls, 3 each to machinery and tools, 2 each to runaways and to live stock and 1 to being struck by a train.

Lumbering.—Death through accident occurred to 9 workers and serious injuries to 18 others. In January, 1909, there were 9 killed and 11 injured. Four of the fatalities were caused by falling material, 2 by exposure and 1 each by drowning, by machinery and by being suffocated by sulphur fumes in a pulp factory. Eight of the accidents were caused by falling material, 5 by machinery, 2 each by tools and by falling material and 1 by a fall.

Mining.—Ten workers were killed and 7 injured during February, 1909, compared with 5 killed and 4 injured in the preceding month and 17 killed and 19 injured in February, 1908. Six of the deaths were due to falls and 2 each to being struck by cars and to explosions. Of the other accidents 2 each were due to being struck by cars and to machinery and 1 each to a fall, to an explosion and to falling material.

Building trades.—During February, there were 2 killed and 5 injured in this group, compared with 4 killed and 11 injured in January last and 1 minor accident in February, 1908. One of the accidental deaths was due to a fall and 1 to machinery. Three other accidents were due to falls and 1 each to falling material and to an explosion of gas.

Metal, engineering and shipbuilding trades.—In these trades there were 5 workmen killed and 30 injured in February as against 3 killed and 20 injured in

the previous month and 4 killed and 37 injured in February of last year. Electric shock caused 3 of the fatalities and drowning and machinery 1 each. Falls and machinery caused 10 serious injuries each, falling material 4, electric shock 2 and an explosion, molten metal, live stock and flying material 1 each.

Woodworking trades.—There were 14 workers injured in February 1909, 10 by machinery, 4 by flying material and 1 by an explosion of acetylene gas. In the month of January, 1909, there were 1 killed and 9 injured and in February, 1908, 1 killed and 5 injured.

Printing and allied trades.—Six of these craftsmen were injured during February, 1909, 4 by machinery and 2 by falling material. One worker was injured in January last and one in February, 1908.

Clothing trades.—During February a rubber worker in Toronto, Ont., ran against a knife and seriously injured himself. The record in the previous month was 1 workman injured; in February a year ago 4 workmen were injured.

Textile trades.—Three serious injuries happened in these trades, 2 due to machinery and 1 to falling material, compared with 1 workman injured in the previous month and 2 in February a year ago.

Food and tobacco preparation.—During February, 1909, there were 8 minor accidents in this branch 3 each caused by machinery and 1 each by an explosion, and by live stock, as against 1 killed and 4 injured in January last and 1 killed and 5 injured in February, 1908.

Railway service.—Twenty-two railway employees were killed and 17 injured during February, compared with 18 killed and 20 injured in the preceding month and 24 killed and 28 injured during February, 1908. Ten of the fatalities were due to explosions of dynamite, 3 each to collisions, to being run over and to falling material; 2 to falls and 1 to being caught between cars. Of the other accidents 4 were due to being caught between cars, 3 each to derailments and to explosions of steam, 2 each to falls, to falling material and to being run over and 1 to a collision.

Navigation.—In this group a seaman at St. John. N.B., fell into the hold of a vessel and was killed; 2 workmen were injured by falls and 1 by falling material. In the previous month the record was 2 killed and 5 injured and in February of last year 2 killed and 1 injured.

General transport.—During February, 1909, 7 workers were injured 3 by falls, 2 by collisions and 1 each by live-stock and by flying material. Nine workmen were injured in January, and 4 killed and 11 injured in February, 1908.

Civic employees.—Three civic employees were injured during February, 1909, 1 each by machinery, by falling material and by asphyxiation by smoke at a fire, as against 8 injured in January last and 7 injured in February a year ago.

Miscellaneous.—Five fatal and 9 non-fatal accidents happened during February, compared with 4 killed and 11 injured in the previous month and 11 killed and 14 injured in the corresponding month of last year. Two of the fatalities were due to falling material and 1 each to electric shock, to drowning and to a fall. Five of the accidents were due to falls and 1 each to an elevator, to an explosion of gas, to tools and to machinery.

Unskilled labour.—During February, 7 labourers were killed and 5 injured, compared with 1 killed and 10 injured in January last and 6 killed and 8 injured in February, 1908. Five of the fatalities were caused by falling material and 1 each by an explosion of dynamite and by a fall. Two each of the minor accidents were caused by falling material and by falls and 1 by an explosion of acetylene gas.

Notes.

The report of the Board of Railway Commissioners for the fiscal year ended March 31, 1908, was presented to the House of Commons by the Minister of Railways and Canals during February. According to the statistics gathered by the board 64 passengers were killed and 326 injured during the year as compared with 42 killed and 210 injured in 1907. During the same period 246 employees were killed and 866 injured as against 212 killed and 317 injured in

DEPARTMENT OF LABOUR, CANADA.

STATISTICAL TABLE SERIES, F., No. 64.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF FEBRUARY, 1909.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
<i>Agriculture—</i>				
Farmer	Togo, Sask.	Feb. 3.	1	Asphyxiated in a well.
"	Berlin, Ont.	" 5.	1	Struck by train at crossing.
"	Mount Stewart, P. E. I.	" 12.	1	Tree fell on him.
"	Kitley Tp., Ont.	" 14.	1	In a runaway.
"	Clareholm, Alta.	" 20.	1	Load of lumber fell on him.
"	Trenton, Ont.	" 20.	1	Caught in portable saw.
"	Maymount, Sask.	" 14.	1	Struck by train at crossing.
"	Kitley Tp., Ont.	" 20.	1	Tree fell on him.
"	Hagersville, Ont.	" 24.	1	Drowned; missed bridge, fell into creek.
"	St. Arsene, Que.	" 22.	1	Run over by loaded sleigh.
Cattle drovers.	Ingolf, Ont.	" 23.	3	In rear-end collision while in charge of horses.
Farmer's son.	Bladworth, Sask.	" 1.	1	Perished in snowstorm.
Rancher.	Near Fernie, B. C.	" 20.	1	Fell off and run over by train.
<i>Lumbering—</i>				
Teamster in lumber camp.	Near Vansebosco, N. B.	" 3.	1	Drowned; team broke through ice.
Logger	Murray Corner, N. B.	" 8.	1	Tree fell on him.
"	Desmond Pond, Ont.	" 15.	1	Log rolled on his head.
"	Yorkton, Sask.	" 17.	1	Died of exposure.
"	Near Newton, N. B.	" 18.	1	Frozen to death.
"	Netley, Man.	" 24.	1	Tree fell on him.
Sawmill hand.	Ottawa, Ont.	" 3.	1	Log fell on his head.
"	Toronto, Ont.	" 20.	1	Caught in belting.
Pulp mill hand.	Cornwall, Ont.	" 4.	1	Asphyxiated by sulphur fumes.
<i>Mining—</i>				
Miter	Near Massau, N. S.	" 2.	1	Run over by loaded coal car.
"	Cobalt, Ont.	" 2.	1	Fell 60 ft. in shaft.
"	Stellarton, N. S.	" 6.	1	Struck by runaway box.
"	Phoenix, B. C.	" 8.	1	Fell 70 ft. in mine.
"	Nanaimo, B. C.	" 1.	1	Explosion in mine.
"	Nanaimo, B. C.	" 7.	1	Fell from coal washer.
"	Torbrook, N. S.	" 16.	2	Bucket overturned; fell 200 ft. in shaft.
"	Greenwood, B. C.	" 6.	1	Fell in chute.
"	Skeda Bay.	" 9.	1	Worked in missed hole.
<i>Building Trades—</i>				
Carpenter	Milverton, Ont.	" 12.		Fell 60 ft. from windmill.
"	Toronto, Ont.	" 19.		Caught in shafting.
<i>Metal, engineering and shipbuilding trades—</i>				
Lineman	Montreal, Que.	" 4.	1	Electrocuted.
"	Ottawa, Ont.	" 8.	1	Electrocuted.
"	Hamilton, Ont.	" 25.	1	Electrocuted.
Travelling machinist.	Opposite St. Nicolas, Que.	" 3.	1	Drowned; his cutter broke through ice.
Machinist.	Sydney, N. S.	" 9.	1	Caught in machinery.
<i>Railway service—</i>				
Engineer	Near Simcoe, Ont.	" 7.	1	Fell from engine.
Fireman	Hector, B. C.	" 13.	1	Head-on collision.
Brakeman	Verner, Ont.	" 14.	1	In a railway wreck.
"	Montreal, Que.	" 16.	1	Caught between cars.
"	Widdifield Stn., Ont.	" 19.	1	Run over by cars.
"	Simmerstown, Ont.	" 25.	1	Blown off train.
Switchman	Calgary, Alta.	" 19.	1	Run over by cars.
Sectionman	Rockland, Ont.	" 28.	1	Struck on head by handle of hand-car.
Car inspector	St. Thomas, Ont.	" 20.	1	Run over by cars.
Construction hand	Miramichi, N. B.	" 5.	1	By falling frozen earth.
"	Stanley, N. B.	" 5.	1	Explosion of dynamite.
"	Canaan, N. B.	" 17.	1	Explosion of dynamite.
"	Cross Creek, N. B.	" 6.	1	Explosion of dynamite.
"	Windsor, Ont.	" 10.	1	Heavy iron door fell on him.
"	Mission, Ont.	" 18.	1	By cave-in of earth.
"	Near Nepigon, Ont.	" 21.	7	Explosion of dynamite.

DEPARTMENT OF LABOUR, CANADA.

STATISTICAL TABLE SERIES, F., No. 64.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF FEBRUARY, 1909.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
<i>Naviga ion—</i>				
Seaman.....	St. John, N. B.....	" 2..	1	Fell into hold of vessel.
<i>Miscellaneous—</i>				
Clerk.....	Fort William, Ont.....	" 7..	1	Electric shock in cellar of store.
".....	Montreal, Que.....	" 22..	1	Roof shed collapsed, falling on him.
Oil factory hand.....	Sarnia, Ont.....	" 19..	1	Drowned in tank of kerosene.
Bell boy.....	Quebec, Que.....	" 15..	1	Killed by cave-in of snow-laden roof.
Janitor.....	Montreal, Que.....	" 19..	1	Fell from roof of 5 storey building.
<i>Unskilled labour—</i>				
Labourer.....	Halifax, N. S.....	" 9..	1	Explosion of dynamite.
".....	Montreal, Que.....	" 16..	3	Six ton drain pipe fell on them.
".....	Kerwood, Ont.....	" 19..	1	By cave-in of gravel.
".....	Ridgeway, Ont.....	" 9..	1	Fell 25 ft. from tree, and tree fell on h m.
".....	Niagara Tp., Ont.....	" 12..	1	By cave-in of gravel.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN FEBRUARY.

Miner.....	Ladysmith, B. C.....	Jan. 29..	1	Ruñ over by trip of cars.
Sawmill hand.....	Tilsonburg, Ont.....	" 30..	1	Fell on saw.
Construction hand.....	On Skeena River, B. S.....	" 31..	1	Explosion of dynamite.
Engineer.....	Campbellton, N. B.....	" 31..	1	In a derailment.
Labourer.....	Halifax, N. S.....	" 27..	2	House they were moving fell on them.

1907. Including those killed on the tracks and in other ways the total number of killed was 529 and injured 1,309, as against 460 killed and 603 injured during the previous fiscal year. On the C.P. R., 283 people were killed and 341 injured as against 218 killed and 150 injured in 1907. On the Grand Trunk 165 were killed and 721 injured as against 160 killed and 303 injured in 1907. On the Canadian Northern the killed numbered 19 and the injured 123 as compared with 50 killed and 92 injured in 1907.

A return presented to Parliament as prepared by the Comptroller of Railway Statistics for the year ended June 30, 1908 gives the following statement as to accidents:

The returns of accidents for 1908 show that 449 persons were killed and 2,347 injured. As compared with 1907 the fatalities were 149 less, but the number of persons injured was greater by 195. The total number of passengers killed was 28, as compared with 70 in 1907. The number injured was 345, as compared with 352 in the preceding year. During the year 224 employees were killed and 1,793 injured. There was but one passenger killed to every 1,215,892 carried, and one in 98,691 was injured. Only two passengers were killed in collisions,

as compared with 26 during the preceding year. Only eight were killed by derailments, as compared with 21. Of the 100,739 railway employees in Canada one in every 449 was killed, and one in every 56 injured. In the case of trainmen, including all who were directly concerned with the actual running of trains. One in every 168 was killed, and one in every 23 was injured. Of the total fatalities to employees, 135 were caused by collisions, 186 by falling from trains, and 141 in coupling or uncoupling cars.

During the year special statistics were gathered with respect to accidents at public crossings. At crossings in cities 30 were killed and 35 injured. At rural crossings 21 were killed and 32 injured. The total number of level crossings guarded in Canada is 3,115; unguarded, 11,884. During the year ten persons were killed and seven injured at protected crossings, or one fatality for every 311 of these crossings, and one person injured for every 445, while one person was killed for every 289 and one injured for every 194 at unprotected crossings. There was a total reduction of 17,000 in the staffs of the railways during the year, but at the same time the wages bill was larger by \$1,657,114. A steady advance in wages has taken place, as the details of operating expenses show.

The mileage of electric railways in the Dominion increased during 1908 from 814 to 992 miles. The number of employees was increased by 923, while the total pay list increased by \$465,993. The electric roads killed 67 persons and injured 1,883 during the year, a decrease of four in the fatalities and an increase of 147 in the number injured. Of the total injuries 911 were incurred in jumping on or off cars.

On the Toronto Street Railway the total number reported injured during the year ending June 30th last was no less than 839, while the fatalities totalled 17. The number of passengers injured was 481, of employees 153, others 205. The killed included 11 passengers, 1 employee and 5 others.

TRADE DISPUTES DURING THE MONTH OF FEBRUARY, 1909.

THERE were few trade disputes in Canada during February, involving a loss of time to employees, and in no case did they exert an appreciable effect upon industrial conditions beyond the establishments immediately concerned.

Analysis of Trades Disputes during the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during February was 5, the same as in the previous month, but 5 less than in February, 1908. About 5 firms and 295 employees were affected by these disputes.

Loss of time in working days.—The loss of time to employees through trade disputes during February was approximately 4,395 working days, compared with a loss of about 3,177* days in January and 4,730 in February, 1908.

Trades affected by new disputes.—The following table shows the trades affected by new disputes of the month, and the number of workpeople involved in each group of trades:—

Trades.	No. of Disputes.	No. of Workers.
Lumbering.....	1	100
Metal trades.....	2	69
Total.....	3	169

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces of the Dominion:—

Province.	No. of Disputes.
Ontario.....	1
Alberta.....	1
British Columbia.....	1
Total.....	3

* This estimate differs from that given on page 892 in the February number of the *Labour Gazette*, as it is based on information received after the publication of that issue.

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause.	No. of Disputes.
For increase in wages.....	1
Against increase in hours.....	1
Dissatisfaction of employees of the conduct of a man placed over them.....	1
Total.....	3

Methods of settlement.—One dispute was terminated during the month through negotiations between the parties concerned.

Results of disputes.—The only dispute which was terminated during the month resulted in a compromise.

Disputes which commenced prior to the beginning of the Month.

The disputes in existence during February, which began before the first of the month, were a strike of transit men at Prince Rupert, B. C., and a strike of cap workers at Toronto, Ont.

Strike of Transit Men at Prince Rupert,

On January 1, about 93 transitmen and chainmen, employed by the Grand Trunk Pacific Railway Company on the work of surveying the town site of Prince Rupert, B. C., were reported to have gone on strike, on account of a reduction in their wages. About two weeks before the beginning of the year, the Company had announced that after January 1, the transitmen would be paid \$75 a month, and the other men on the survey parties \$35. The transitmen had formerly been receiving \$100, and the others \$45 a month. Out of 100 men employed, all but 7 stopped work. It was alleged by the strikers that the reduction in wages was a violation of the agreement existing between the province and the railway company, which provided that "the

DEPARTMENT OF LABOUR, CANADA,
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TABLE OF TRADE DISPUTES DURING THE MONTH OF FEBRUARY.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Estab-lishments affected.		Approximate No. of Employees affected.			Date of com- men- cement.	Date of, termination.	Result.
			Di-rectly.	Indi-rectly.	Directly.	Indirectly.				
						Fe-males.	Males.				Fe-males.	Males.
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.										
<i>Clothing Trades—</i> Cap workers.....	Toronto, Ont.....	Demand of employees for a closed shop and for recogni- tion of their Union.....	1	.....	30	3	.....	Jan. 5	.....	No settlement reported at end of month.
<i>Miscellaneous Trades</i> Transit men.....	Prince Rupert. B.C.	Against a decrease in wages....	1	.....	93	.....	.....	" 1	.....	No settlement reported, but places of some strikers were filled.
DISPUTES WHICH BEGAN DURING THE MONTH.										
<i>Lumbering—</i> Lumber mill hands	New Westminster, B.C.	Hindus were dissatisfied with the man placed over them....	1	.....	100	.....	.....	Feb. 22	.....	No settlement reported at end of month.
<i>Metal Trades—</i> Bridge and steel structural workers	Lethbridge, Alta...	Against increase from 9 to 10-hour day, and for increase in wages.....	1	.....	55	.....	.....	" 16 Feb.	25	Work resumed at same wages and hours as before disputes.
Iron moulders	Guelph, Ont.....	Demand for \$2.50 for 8-hour day or \$2.75 per day for full time	1	.....	14	.....	.....	" 24	.....	No settlement reported at end of month.

* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for the other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon, the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned. Mention moreover, is not made of disputes involving less than six employees, or of less duration than 24 hours.

workmen, labourers and servants employed in or about the construction of the said railway shall be paid such rate of wages as may be currently payable to workmen, labourers, or servants engaged in similar occupations in the district in which said railway is constructed." No settlement of the dispute was reported during the month of February, but the places of some of the strikers were filled.

Strike of Cap Workers at Toronto, Ont.

A strike of cap workers employed by the Cooper Cap Company at Toronto, Ont., which began on January 5, continued throughout February. According to the employers, the operatives wanted the factory to be conducted as a union shop, while they wished it to be conducted as an 'open shop.' It was alleged by the employees that the firm had refused to grant a demand for higher pay on piece work, and to sign an agreement not to discharge any of them. The strikers comprised 30 male and 3 female workers.

New Disputes.

The new disputes of the month affected bridge and steel structural workers at Lethbridge, Alta., lumber mill hands at New Westminster, B. C., and iron moulders at Guelph, Ont.

Dispute of Bridge and Steel Structural Workers at Lethbridge, Alta.

In the autumn of 1908, the working day of bridge and steel structural workers employed on the construction of the new Canadian Pacific Railway bridge at Lethbridge, Alta., was shortened from 10 to 9 hours, the rate of wages per hour remaining unchanged. When the days began to lengthen, the men applied for the retention of the 9 hour day, and for a flat rate of 45 cents an hour, instead

of from 27½ to 40 cents. On February 15, the men were notified that they would have to work 10 hours a day, beginning on the 16th, at the same rate of wages per day as they had been receiving for 9 hours. On the following day, they stopped at the usual time, but were informed that if they did not care to work 10 hours, they could apply for their time and would be paid off. All the men to the number of 55, with the exception of two, did so, and they remained out until February 25, when they returned to work upon the same terms as to hours and wages as existed before the dispute.

Strike of Lumber Mill Hands at New Westminster, B.C.

On February 22, about 100 Hindus employed by the Fraser River Lumber Company at their mill at New Westminster, B. C., stopped work, owing to their dissatisfaction with the conduct of a man of their own nationality, who had been placed over them. About 200 of the employees remained at work. It was stated in the press that the Hindus complained that their leader had not been giving them their wages for some time past. No settlement of the dispute was reported during the month.

Strike of Iron Moulders at Guelph, Ont.

On February 24, about 14 iron moulders declared a strike at Guelph, Ont., on account of the refusal of the employer to grant a demand for the payment of \$2.50 a day for an eight-hour day, or the union scale of \$2.75 for a day of nine hours. The dispute was still unsettled at the close of the month.

The table which is published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of February, and which have been reported to the Department.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour, Ottawa, during February, 1909.

DOMINION REPORTS.

Annual Report of the Department of Railways and Canals for the fiscal period from April 1, 1907 to March 31, 1908. Ottawa: King's Printer, 1909. Pages, 445, price, 30 cents.

IN the Report of the Department of Railways and Canals, it is stated that during the last fiscal year the total railway expenditure amounted to \$35,495,196.37. The principal items were \$18,910,449.41, expended on the National Transcontinental Railway; \$2,037,629.30, paid as subsidies to railways other than the government roads; \$13,577,491.65, expended on the Intercolonial Railway; \$790,409.62, spent on the Prince Edward Island Railway, and \$123,679.22 on the Board of Railway Commissioners for Canada. The expenditure on canals aggregated \$3,221,984.73. The total revenue from the government railway and canal works was \$9,679,451.17, of which the canals produced \$144,882.13. The earnings of the Intercolonial Railway amounted to \$9,173,558.80, and the expenses were \$9,157,435.53, leaving a profit of \$16,123.27.

On April 1, 1907, the Act establishing "The Intercolonial and Prince Edward Island Railway Employees' Provident Fund," came into effect. During the first year of its operation, the receipts for this fund amounted to \$165,415.48, half of which were contributed by the employees. The total expenditure was \$27,760.63, leaving a balance of \$137,654.85. In the course of the past year, 142 employees were retired and placed on the fund. Of these, 11 died, leaving 131 in receipt of the pension at the close of the year.

Attention is called in the report to the need of enlarging the Welland Canal, in order to permit larger vessels to pass through at greater speed than is now possible. It is stated that to provide for ships of from 500 to 600 feet in length, the canal should be enlarged to two and a half times its present width, the depth increased to 25 feet, and the number of lift-locks reduced from 25 to 7.

Public Works.

Report of the Minister of Public Works on the work under his control, for the fiscal year ended March 31, 1908. Ottawa: King's Printer, 1909. Pages, 616. Price, 40 cents.

The expenditure of the Department of Public Works for the year ended March 31, 1908, amounted to \$11,199,384.94, of which sum \$2,447,882.02 were expended on harbour and river works, \$3,344,306.56 on dredging, \$4,331,901.40 on public buildings, \$462,233.43 on telegraph lines, \$144,716.54 on slides and booms, and \$19,158.84 on roads and bridges. The revenue collected by the department amounted to \$299,430.18, an increase of \$38,115.51 over the fiscal year 1905-1906, the last year with which a comparison could be made. The details of the revenue given in the report are as follows:—

Slides and booms.....	\$86,760.67
Graving docks.....	63,208.58
Rents.....	17,189.08
Telegraph lines.....	121,553.57
Casual revenue.....	10,718.28

Fisheries of Canada.

Forty-first Annual Report of the Department of Marine and Fisheries, 1907-8. Fisheries. Ottawa: King's Printer, 1909. Pages, 363. Price, 25 cents.

The Report of the Fisheries branch of the Department of Marine and Fisheries states that the total expenditure of this branch during the last fiscal year was \$956,196, made up of the following items: Fisheries proper, \$157,874; fish-breeding, \$235,660; fisheries protection service, \$225,280; miscellaneous expenditure, \$181,267. Besides these sums, \$156,114 were distributed as fishing bounties.

The total value of the fisheries of Canada during the season of 1907, including the winter fishing season of 1908, to March 31, was estimated at \$25,499,349, a decrease of \$780,136 compared with the previous year. The deficiency was more than accounted for by the shortage in the salmon run on the Pacific coast. The fish and fish products exported from Canada, chiefly to the United States and Great Britain, amounted to \$13,906,567.

A commission was appointed to investigate the shad fisheries of the Bay of Fundy, which had seriously declined in recent years. The report of the Georgian Bay fishery commission was completed early in the year, and the commissioners were further required to investigate the waters of Lake Erie, the Detroit River, the St. Clair river and lake, the Thames river and Niagara river. The report of the British Columbia Fisheries Commission was published early in 1908, and it is stated to be the most elaborate and inclusive report on the Pacific fisheries of Canada ever published. A new code of British Columbia fishery regulations has been legalized, based on the commission's recommendations.

Longevity and Sanitation.

Census and Statistics. Bulletin VIII. Longevity and Sanitation. Ottawa: King's Printer, 1908. Pages, 14.

Bulletin VIII issued by the Dominion Census and Statistics Office, deals with the length of life and the health of the people of Canada, and comprises the substance of two addresses, one delivered at McMaster University convocation, and the other at the annual meeting of the American Public Health Association held in August, 1908. The census returns quoted in this bulletin show that in 1871, the mean age of all people living in Canada was 23.50 years. In 1881, the mean age had increased to 24.63 years. In 1891, it was 25.73, and in 1901, 26.79 years, making an increase of 3.28 years in the three decades. The aggregate age of all persons living in Canada in 1871 was 81,915,000 years, and in 1901, it was 143,898,000. The last aggregate represents 17,618,000 years of life more than if the average age had stood where it was thirty years ago. Assuming an average wage of \$1 per day for 300 days, the increase in the earning power of the people due their longer life was \$53,146,200 for the year 1901 compared with 1871. The increase in longevity is attributed to better sanitation, and to a better observance on the part of the people in general of the natural laws of health, of which the chief requirements consist in pure air, pure water and pure food.

Child Immigration.

Report of G. Bogue Smart, Inspector of British Immigrant Children and Receiving Homes for the Year ended March 31, 1908. Ottawa: Government Printing Bureau, 1909. Pages, 16.

The Report of the Inspector of British Immigrant Children for the last fiscal year shows that 14,235 juvenile immigrants arrived in Canada from Great Britain during the years from 1900 to 1907. During the same period, 98,169 applications for children were received. The children were brought over by homes and various other organizations and societies, whose wards they remain until they reach eighteen years of age. Before being allowed to land in Canada, they are made to undergo a number of strict examinations to test their fitness. At the port of embarkation they are examined by a medical officer of the Board of Trade, the ship's physician, and a Dominion emigration officer. At the Canadian port they are again examined by the Dominion medical officer stationed there, and any child unable to pass muster under the Canadian medical regulations is detained for a reasonable time. Periodical visits are made to the homes where they are placed out, and the care with which these homes are chosen is shown from the fact that out of 1,816 inspections, only 24 children were in homes designated as doubtful or unsatisfactory. Not a single boy or girl under the supervision of the homes or the department has become a public charge in recent years, and only two immigrant children were charged with offences in the courts during the past year. The great demand for these children among the farmers, and the good progress made by them, shows the advantages of juvenile immigration.

BRITISH REPORTS.

Unemployment in Scotland.

Report by the Local Government Board for Scotland as to Proceedings of Distress Committees in Scotland for the Year ended 15th May, 1908. Edinburgh: Oliver & Boyd, 1908. Page, 19. Prices, 2½d.

During the year ended May 15, 1908, there were 15,154 applications for relief work received by ten distress committees

that provided such work. Of these applications, only 173 were received from females. In addition, there were 2,210 applicants for other employment. Temporary jobs were found for 739 of these, and permanent jobs for 390. The total number of applicants for work in the previous year was 8,860, little more than half of the number in 1907-1908. Out of 10,787 applications that were fully investigated, 9,198, or 85.27 per cent., were considered deserving of assistance.

Building Societies in Great Britain.

Thirteenth Annual Report of the Chief Registrar of Friendly Societies of the Proceedings of the Registrars under the Building Societies' Acts for the year 1907. Part I. Report, London: Wyman and Sons, 1908. Page, 24. Price, 2½d.

There are 60 unincorporated benefit building societies in England on the register of 1906, all of which have completed the fiftieth year of their existence. During 1907, 24 new societies were established, of which 15 were terminating and 9 permanent. The number of members returned for the year 1906, including both incorporated and unincorporated societies, was 616,729 belonging to 1,964 societies, compared with 612,424 members in 1,999 societies in the previous year. The total receipts increased from £43,219,548 to £43,843,397.

UNITED STATES REPORTS.

Government Control of Corporations.

Annual Report of the Commissioner of Corporations to the Secretary of Commerce and Labour for the fiscal year ended June 30, 1908. Washington: Government Printing Office, 1909. Page, 10.

The Report of the Commissioner of Corporations of the United States for the year ended June 30, 1908, contains a number of important recommendations for the control of large interstate corporations by the Federal Government. These recommendations may be summarized as follows:—

As corporate business has become national, its regulation must also be national. There should be a system of regular reports from the large interstate corporations to an office of the government, setting forth the financial condi-

tion, business organization, and corporate transactions of the company. Such government office should have access at all reasonable times to the records and accounts of such corporations, and should publish the important facts and tendencies thus disclosed. The system of making reports should not be compulsory, if a voluntary system can be made effective. Corporations complying with these requirements should be given the advantage of a definite federal registration, thus reaping the benefit of a public standing as concerns with open accounting, and not afraid of publicity.

Industrial Statistics of Indians.

Twelfth Biennial Report of the Bureau of Statistics of the State of Indiana for 1907 and 1908. Indianapolis: 1908. Pages, 896.

The Twelfth Biennial Report of the Bureau of Statistics of Indiana is divided into five chapters, dealing respectively with Social, Religious, Economic, Agricultural and Industrial Statistics. In the chapter on Social Statistics, an account is given of the movement in Indiana against the liquor traffic. Several laws have recently been passed for the restriction of saloons, the number of licenses has been reduced from 5,277 in 1905 to 5,214 in 1907, and efforts are being made by the state attorney-general to eliminate the brewery-owned saloon.

The chapter on Industrial Statistics contains an account of organized labour, electric railways and industrial statistics of cities and towns. It is shown that Indiana has 77 international unions, with 1,043 locals having a total of 66,152 members. Of these, 64 internationals, with 867 locals and 50,754 are affiliated with the American Federation of Labour.

Industrial Statistics of Virginia.

Eleventh Annual Report of the Bureau of Labour and Industrial Statistics for the State of Virginia, Richmond, Va.: Superintendent of Public Printing, 1908. Pages, 275.

The Report of the Bureau of Labour of Virginia for 1908 contains an account of the conditions in all the principal trades and industries in the state, showing in each case, for 1906 and 1907, the value

of the product, the total wages paid, the capital invested, and the average salaries and daily wages of the different classes of employees. Statistics are also given of the wages paid on electric and steam railways, and accidents occurring on them. Statistical tables relating to gas works in the state afford a basis of comparison between municipally and privately owned plants.

The report also contains a summary of the laws bearing on labour, decisions of courts affecting labour, and the results of factory inspection in Virginia.

Industrial Statistics of Iowa.

Thirteenth Report of the Bureau of Labour Statistics for the State of Iowa, for the Biennial Period, 1906-7. De Moines: 1908. Pages, 363.

The Report of the Bureau of Labour Statistics of Iowa for 1906-1907 deals with the following subjects: Factory inspection, graded wages and salaries, new industries, trade unions in Iowa, wage earners, railroad employees, and a statistical report of employers. During the period covered by the report, the provisions of the child labour law prohibiting the employment of children under fourteen years of age were enforced for the first time. Through the efforts of inspectors, 129 children were dismissed from factories, workshops and stores for being under age, and 60 cases of violation of the law were brought into court.

The report contains the opinions of a number of railroad employees with regard to the operation of a law, limiting their time of continuous employment to sixteen hours, with an interval of ten hours for rest. While some of the opinions were favourable to the law, many cases were pointed out where it worked a hardship, and several employees expressed the opinion that the hours of continuous service should be limited to twelve.

Industrial Conditions of Kansas.

Twenty-Fourth Annual Report of the Bureau of Labour and Industry of the State of Kansas for 1908. Topeka, 1908. Pages, 260.

The Report of the Bureau of Labour and Industry of Kansas for 1908 deals

with the following subjects: Wage-earner statistics; labour organization statistics and analysis; child labour and factory inspection; strikes and labour difficulties, enforcement of labour laws and decisions affecting labour; reports on industrial conditions; manufacturing statistics and analysis; review of the work of the Association of Officials of Bureaus of Labour of Labour Statistics of America.

OTHER REPORTS RECEIVED.

Canada.—Reports of the Public Accounts Committee. Session 1907-8. Part I.

Investigation re Department of Marine and Fisheries before Hon. Mr. Justice Cassels. Parts II, III, IV, V, VI.

Department of Mines, Geological Survey Branch. The Geology and Mineral Resources of New Brunswick, by R. W. Ellis, 1907.

Ontario.—University of Toronto. Report of the Board of Governors for the year ending 30th June, 1908.

British Columbia.—Thirty-seventh Annual Report of the Public Schools of the Province of British Columbia, 1907-1908.

Great Britain.—Reports of the Chief Registrar of Friendly Societies for the year ending 31st December, 1907. Part B. Industrial and Provident Societies. report to His Majesty's Secretary of State for the Home Department on the Draft Regulations for the Generation, Transformation, Distribution, and Use of Electrical Energy in Premises, under the Factory and Workshop Act, 1901.

United States.—Commonwealth of Massachusetts. Second Annual Report on the State Free Employment offices, for the year ending November 30, 1908.

Belgium.—Rapports Annuels de l'Inspection du Travail, 13me année (1907).

Office du Travail et Inspection de l'Industrie. Monographies Industriels. Conion des Machines et Appareils Electriques.

Italy.—Ministero degli Affari Esteri, Commssariato dell'E igrazione. Emigrazione e Colonia. Volume III. America. Parte I, Brasile

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopsis of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different provinces of Canada.

PRIVY COUNCIL CASES.

THE DOMINION COAL COMPANY

vs.

THE DOMINION IRON AND STEEL CO.

BY a decision of the Judicial Committee of the Privy Council, England, the contract between the Dominion Coal Company and the Dominion Iron and Steel Company, with reference to which litigation has been in progress for some time past, was declared to have been repudiated by the former company. The case on which Their Lordships delivered judgment was an appeal from a judgment of the Supreme Court of Nova Scotia dated January 22, 1908, affirming the judgment of Mr. Justice Longley in favour of the respondents, by which specific performance of a certain agreement dated October 20, 1903, entered into between the Coal Company and the Dominion Iron and Steel Company (Limited) was decreed, and the plaintiffs were declared entitled to damages for certain breaches of this agreement, which damages were referred for assessment. A cross appeal against the same judgment had been filed by the plaintiffs and the appeals were by order consolidated. The cross appeal, however, was not pressed. The main question for their Lordships' decision turned upon the construction of three or four clauses in this agreement.

The concluding portion of their Lordships' decision was as follows:

"According to this view, the Coal Company were not justified in repudiating their contract, but the Steel Company are not entitled, at one and the same time, to specific performance of the contract and to damages for the loss of it. Inasmuch, however, as, according to their Lordships' view, this is not a contract of which, on the authorities cited, specific performance would be decreed by a Court of equity, the plaintiffs are en-

titled, owing to the wrongful repudiation of the contract by the defendants, to treat the contract itself at an end and to recover damages for the loss of it, in addition to damages in respect of those breaches of it which may have been committed before repudiation—namely, up to October 31, 1906. The proper reference should, their Lordships think, be directed to ascertain these damages. Their Lordships will therefore humbly advise his Majesty that the judgment of the Supreme Court should be affirmed, and that the case should be remitted to that Court to have the damages under the two heads above mentioned assessed in the usual way. The appellants must pay the costs of the principal appeal. There will be no order as to the costs of the cross-appeal*."

* For previous references to this case see the issues of the *Labour Gazette* for December, 1906, pages 584 and 594; January, 1907, page 709, and for October, 1907, page 356.

Two-Cent Railway Fares.

Judgment was recently rendered by the Judicial Committee of the Privy Council in an appeal by the Grand Trunk Railway Company, by special leave, from a judgment of the Supreme Court of Canada of December 13, 1907, affirming the judgment of the Board of Railway Commissioners for Canada, delivered on July 4 of that year. The question involved in the appeal was whether the portion of section 3 of the Special Act incorporating the Grand Trunk Railway Company of Canada (16 Vict., c. 37), which required that the fare for each third-class passenger by any train on the railway of the company should not exceed one penny currency for each mile travelled and that at least one train having in it third-class carriages should run every day throughout the length of the line of the railway, was now in force. The respondent, who submitted that that enactment was still in operation and had not been repealed by subsequent legislation, applied to the Board of Railway Commissioners to compel the

performance by the company of the statutory duty, which, he contended, continued to exist, of carrying third-class passengers for the fare of one penny per mile and of providing that at least one train having in it third-class carriages should run every day throughout the length of its line between Toronto and Montreal. The appellant company, on the other hand, maintained that the enactment in question was no longer in force, having been impliedly repealed by subsequent legislation. In support of their contention they referred to the Railway Acts of 1903 and 1906 and submitted that those enactments, and particularly the portions relating to tolls, etc., were so inconsistent with the provisions of the special Act as to impliedly repeal them. The Board of Railway Commissioners were of opinion that the portion of the special Act relating to third-class carriages and fares still remained in operation, and Mr. Justice Killam, in delivering their judgment said he did not think that the provisions requiring special tariffs were necessarily inconsistent with the limitations imposed by the Special Act or that they were sufficient to indicate the intention of Parliament that the company, in framing special tariffs, was to be free from such limitations. From the judgment of the Railway Commissioners the company appealed to the Supreme Court of Canada, but that tribunal concurred in the view of the Railway Commissioners and dismissed the appeal.

Their Lordships held that the section imposing third-class fares at two cents a mile was still in force and that it was not inconsistent with the Railway Act of 1906. The appeal was dismissed with costs.

QUEBEC CASES.

Illegal Dismissal.

Mr. Justice Bruneau recently rendered judgment in the case of Irving L. Hall vs. E. E. Wallace and the Montreal Construction Company, awarding the plaintiff \$523 damages against the defendant for alleged illegal dismissal. The case

arose out of a contract which the Montreal Construction Company obtained from the Saraguay Electric Light & Power Company for the installation of a system of sewer and water works at Cartierville in the summer of 1907. The plaintiff, Mr. Hall, was engaged by the Montreal Construction Company as superintendent of the works. In September, 1907, the Construction Company made an assignment to the defendant of all monies payable to it under the contract and it is alleged by the plaintiff from that time on Mr. Wallace assumed control of the work, paid the workmen, supplying material and receiving the estimates payable by the Saraguay Company. In December, 1907, Mr. Hall claims that he was illegally dismissed by Mr. Wallace who replaced him by a new superintendent. Thereupon the plaintiff brought his action for damages, alleging that he had been engaged as superintendent and that his contract with the Montreal Construction Company entitled him to remain in charge of the works until they were completed. The defendant pleaded that he had not taken over the contract; that he had not dismissed the plaintiff, and that his connection with the work was simply to loan funds to the Montreal Construction Company for the purpose of carrying on the contract. The court, by the judgment rendered, found that the defendant took over the works and carried them on to completion, that the Montreal Construction Company had nothing to do with the execution of the contract after they had transferred it to the defendant; that there was no justification for the dismissal of the plaintiff, who was proven to have been a competent superintendent and accustomed to that kind of work and that he was entitled to damages in the amount claimed which was equivalent to six months wages at twenty dollars per week. The court accordingly rendered judgment in favour of the plaintiff for six months wages and some arrears, amounting in all to \$523.00 and costs. The Montreal Construction Company, did not contest the plaintiff's action.

Hall vs. Montreal Construction Co.

Decision in Case of Death of Brakeman.

Respondent is the father of Wilfrid Cyr, who was a brakeman employed by the appellant railway company on its branch line running from Montford Junction to Huberdeau, and claims damages because, by the neglect of appellant, his son died on September 29, 1905, as a result of injuries received in an accident which occurred on the 27th September at St. Sauveur, when he was uncoupling two passenger coaches. The acts of neglect reproached to appellant were: 1. The coupling apparatus was of an old style; 2. There were an insufficient number of employees on the train; 3. The bad condition of the coupling apparatus prevented respondent's son from using the lever, and he had to get down and uncouple with his hands, and in so doing he was caught between the cars.

The Superior Court based its judgment on the ground that the conductor of the train allowed Cyr to uncouple without using the lever employed for that purpose, and that the conductor was negligent in not protecting Cyr against his own imprudence. The court found common fault on the part of both parties, and the company was condemned to pay plaintiff \$300, one-half of the damages established. The appellant urged that the accident occurred to Cyr for two reasons: 1. Because deceased took the risk of going in between the cars to undo the coupling by hand, which he was not ordered to do, and which he knew to be dangerous; 2. Because when he went to do this work to uncouple he did not bend down so as to keep his head below the buffer beams, but went in standing up with his head between the buffer beams, where there was not sufficient space to prevent his head being caught.

Archambault, J.: The proof is somewhat contradictory as to the good condition of the coupler. Upon this point I would hesitate before deciding in respondent's favour.

But other proof of record is sufficient in the opinion of the court to hold the appellant responsible. One conductor admits he had previously seen Cyr get between the cars to uncouple, and he

never warned him. Another conductor says he allowed Cyr to uncouple that way, and he even did it himself.

It is clear from the evidence that this improper way was usually the means adopted to uncouple the cars on the particular branch of appellant's line, and this to the conductors' knowledge.

The company is, therefore, clearly responsible for damages arising from a dangerous practice permitted, and even encouraged by it.

The conductor of the train saw Cyr go between the cars, but he made no effort to stop him. He simply called out "Look out," from the fact that Cyr was not stooping low enough.

The fact that the victim, on his death bed, said he blamed only himself can in no way affect the responsibility of the appellant. It is for the court to decide that.

Employers are bound to protect their employees from their own imprudence. I would not go so far as to say that the employer should continually supervise the workman's safety in order to see that he does not break the rules of the establishment on that point, or to see that he does not disobey orders respecting his safety. I am entirely of the opinion expressed on this point by Sir Charles Fitzpatrick in the unreported Supreme Court case of the Montreal Pipe Foundry Co., and Jean.

In this case the conductors saw the brakeman uncouple below the cars, and they did nothing to stop the dangerous practice. They did not insist upon the use of the uncoupling levers. By their negligence they have made the company responsible.

The Superior Court decided there was common fault. We think the appellant is wrong in complaining of that judgment.

Appeal dismissed with costs.

The Great Northern Railway Company of Canada (defendant in the court below), appellant, and Cyr (plaintiff in the court below), respondent.—Appeal from judgment of the Superior Court, Montreal, Robidoux, J. rendered the 20th June, 1907.

Damages for loss of fingers

A verdict awarding damages amounting to \$750.00 for the loss of four fingers.

was awarded to Emile Martin, a cook, as Montreal. Martin had had his finger crushed in a meat chopper driven by electricity, and alleged that the accident was due to an improper appliance to stop the chopper which he was ordered to clean while in motion, and to the slippery condition of the floor which caused him to fall.

Damages for loss of fingers

Judgment has been rendered by the Court of Appeal in the case of Baker vs. the Canadian Rubber Company, of Montreal, an action for damages on account of the plaintiff Baker having lost three fingers and his thumb, which were caught in a machine at which he was working in the service of the company defendant. The Superior Court, assisted by a special jury, granted Baker \$1,250 damages. The Court of Review reversed that judgment, but the Court of Appeal has now in its turn restored the first judgment in favour of Baker. Mr. Justice Cross dissented from the majority.

Confectionery Dealers fined.

Thirty-one confectionery dealers were found guilty in Montreal on February 23 on charges of having sold liquor without a license in selling chocolates containing brandy. The fine imposed was \$50.00 and costs in each case.

At Toronto also a confectionery dealer was summoned to appear in the police court on a charge of selling liquor without a license. The charge was that the dealer had sold chocolates containing a high percentage of brandy with a thin shell.

Sunday Performances.

The Recorder of Montreal gave judgment dismissing the actions taken against W. A. Edwards, of the J. B. Sparrow Theatrical and Amusement Company, and W. Strachan, of the Theatre National Francais, for giving performances on Sunday. The actions were dismissed on two grounds, first, because they should have been directed against the com-

panies, and not against their agents, unless expressly as agents and aiders and abettors. The city did not direct the actions against the companies because the only penalty provided was imprisonment, which showed that the by-law was limited in its application. The second point was that in the opinion of the Recorder, to open a theatre meant to open it for theatrical performances, and that the exhibition of moving pictures was not among the things prohibited by the by-law.

The Recorder was of opinion that the provincial law was valid and applicable to these cases and he had jurisdiction to apply it, but as the charge was not brought under the statute and could not be amended, he had no alternative but to dismiss the actions.

Damages to a Mail Clerk for Injuries.

Mr. C. Beaudoin, mail clerk, was awarded \$4,500 damages by a jury for inquiries received in a collision between a passenger train and freight cars on the 27th of November, 1907, in Sherbrooke yard. The case was heard before a jury, and at the conclusion of evidence the company offered the above amount which was accepted. Beaudoin sued for \$15,000.

Damages awarded to widow.

A verdict for \$2,500 damages was recently awarded against the Jeffrey Manufacturing Company in an action brought for \$10,000 damages by Mrs. Margaret Gallagher, whose husband was crushed by an elevator on the premises of the Company. The jury found that the damages sustained amounted to \$7,500, but reduced them to \$2,500 on the ground of contributory negligence on the part of the deceased.

ONTARIO CASES.

Mechanics' Lien Case.

A motion was recently made before the Master in Chambers at Osgoode Hall in the case of Robinson v. Bullen under the Mechanics' Lien Act, for summary judg-

ment against the defendants on the ground that one of them had not put in any defence and that the others had no real defence and because one of them had frequently admitted the plaintiffs' claim and promised to pay it. The Master held that such a summary judgment could not be given inasmuch as when proceedings were taken under the Mechanics' Lien Act they must be confined to the remedies which it gave.

Workmen's Compensation.

Chief Justice Sir William Meredith recently gave a decision in the case of Mrs. Frank Fralick, of Brantford, vs. the Grand Trunk Railway Company, awarding the plaintiff \$3,300, with the costs of the suit. On Oct. 6, 1908, Frank Fralick, in charge of the engine of a work train, pulled out of Brantford under orders, and collided with a returning pilot engine that had been pushing a heavy train up the Mount Vernon grade. In the collision, which occurred seven miles out of Brantford, Fralick was killed. The plaintiff claimed negligence on the part of the company, in that the pilot engine was permitted to run out of Brantford without train orders, and that the yard foreman was the only man intrusted with the guarding of the work train. The amount claimed was \$15,000 damages on behalf of herself and her seven children.

In bringing in their decision, the jury stated that if the workman alone was to blame, under the Workman's Liability Act, the plaintiff should receive \$3,300, but if the company was responsible, the damages should be fixed at \$8,250. His lordship considered that the former was the case, and granted the lesser damages.

Railway employees Convicted.

At the assizes held at Guelph, Ont., during February, five trainmen were placed on trial for responsibility in connection with a recent railway wreck near Harrison, Ont., in which two trainmen were killed. The jury found a conductor, an engineer and a fireman guilty

of criminal negligence, with a strong recommendation to mercy. The men were remanded for sentence.

Sheet Metal Workers and Roofing Company's Case Settled.

Legal proceedings between the Metallic Roofing Company, of Toronto, and the Toronto Sheet Metal Workers' Union have been discontinued, a settlement having been negotiated through representatives of the company and the union. The case, which is a most important one has been in progress over several years. It will be remembered that the company obtained an injunction restraining the union from boycotting the product of its factory, and that in a suit for damages against the union, it obtained a verdict in its favour, the union being ordered to pay damages. The decision of the trial judge to this effect was appealed against inasmuch as, apart from the judgment of the court as to the alleged boycotting it was held that a resolution to strike followed by a strike, even in the absence of contractual relations, constituted a legal coercion of the company's employees who were members of the union. The Divisional Court and Court of Appeal of Ontario confirmed the judgment of the trial judge. An appeal being made to the Privy Council, a new trial was ordered. Preparations had been under way for the hearing of the case anew when the settlement was arrived at. The terms of the settlement have not been made known but it is stated that the product of the Metallic Roofing Company will be removed from the unfair list of the union and friendly relations between the company and the union restored.

The following is the text in full of the decision of the Privy Council in the matter:—

This litigation arises out of a strike of workmen in the employment of the Plaintiffs (Respondents), and other proceedings following thereupon. The strike is the only matter which their Lordships think it necessary to deal with on this Appeal.

The Plaintiffs were manufacturers employing workmen in their business. The Defendants (as the suit was ultimately constituted) were eight persons, sued on their own behalf, and on behalf of the members of a local Toronto trade union, and also on behalf of the members of another union of wider scope.

The statement of claim alleged that the Defendants had conspired to injure the Plaintiffs in the conduct

their business; and the first complaint was that, in pursuance of the conspiracy, the Union called out the Plaintiffs' men, who, in obedience to the call, went out on strike.

The case went on trial and was heard before McMahon, J., and a jury. There was no doubt that the strike took place, and no doubt that there were resolutions of the Unions directing the strike. The question relating to it was whether there was any right of action in respect thereof against the Defendants.

The learned Judge in charging the jury said to them:—

"I am going to ask you, in the questions which I am submitting, whether any of the Union men who were in the Plaintiffs' employment left the employment of their own volition, of their own free will, and without any regard to the resolution that was passed by the Union, because, if they did that, that was within their right. But if they left through the resolution that was passed, which provides that within a certain number of days, if the agreement was not signed, they would be called out, and forced to leave the Plaintiffs' employment, then there was an illegitimate exercise—that was a power that ought not to be exercised as against the Metallic Roofing Company. And if it was exercised to their detriment, then the Union is liable in damages."

The same view is expressed in subsequent passages of the learned Judge's charge, and their Lordships think that these passages cannot but have meant to the jury that the calling out of the men on strike by resolutions of the Unions, if those resolutions were the cause of the strike, was an actionable wrong, without regard to motive, and without regard to the conspiracy alleged. That is a ruling which, in their Lordships' opinion, cannot be supported.

It was contended, however, that at the close of the trial, before the case went to the jury, the learned Judge corrected any misapprehension which might have arisen from his earlier rulings. What passed is thus recorded:—

"I have asked you, Gentlemen of the Jury, in the first question, were the workmen of the Plaintiff Company wrongfully and maliciously coerced to leave its employment by the Defendants or any of them?

"Now, if you answer that question in the affirmative, that negatives that the Union were doing what they did in their own interest, because they were doing something that was manifestly wrong."

Their Lordships think that what has been cited is insufficient effectively to correct the previous misdirection.

On the ground of the misdirection already pointed out, their Lordships think that the verdict and judgment cannot be supported. They will, therefore, humbly advise His Majesty that the Appeal should be allowed, that the judgments below should be discharged and a new trial had, that the Respondents should pay the costs of the Court of Appeal and in the Divisional Court, and that the costs of the first trial should abide the result of the new trial.

The Respondents will pay the costs of this Appeal.

ENGLISH CASES.

Nature of Proceedings under Workmen's Compensation Act.

Proceedings before a county court judge under the Workmen's Compensation Act, 1906, were recently declared to be judicial proceedings. A witness, therefore, who in such proceedings gives false evidence on a material question may be indicted for perjury.

Rex v. Crossley, Court of Criminal Appeal, January 15, 1909.

Manning of Light Locomotives.

By virtue of the provisions of the "Locomotives on Highways Act" of 1896, as affected by section 12 of the Motor Car Act, 1903, and the regulations of 1904 made by the local government board under the latter act, the obligation imposed by section 5 (b) of the Locomotive Act, 1898, to have three men in attendance on a locomotive, not being a steam roller, only applies where the locomotive unladen does not exceed five tons.

Evans v. Nicholl, Court of King's Bench, January 19 1909.

Liability of Trade Union Newspaper.

The Variety Artists' Federation, which publishes a newspaper, was recently sued for damages with respect to an alleged libel published therein. There was no trade dispute going on or in contemplation at the time of the alleged libel. It was held that the action was maintainable, and that section 4 of the Trade Disputes Act, 1906, had no application. The section referred to is as follows:—

"(1) An action against a trade union, whether of workmen or masters, or against any members or officials thereof, on behalf of themselves and all other members of the trade union in respect of any tortious act alleged to have been committed by or on behalf of the trade union, shall not be entertained in any court.

(2) Nothing in this section shall affect the liability of the trustees of a trade union to be sued in the events provided for by the Trades Union Act, 1871, section 9, except in respect of any tortious act committed by or on behalf of the union in contemplation or in furtherance of a trade dispute."

Mr. Justice Darling, in summing up the case to the jury, said that the action was peculiar in the sense that it was an action against a trade union. It had been submitted to him that where trade unions were concerned, it was possible for the unions to commit wrongs against individuals without any corresponding remedy on the part of the person wronged. That meant that unions could be guilty of slander, libel, assault and battery, false imprisonment and malicious prosecution, and that the person aggrieved had no remedy against the union. If that were law, it gave a trade union a privilege to do untold harm and to inflict inconceivable damage, and to remain

absolutely untouched by any law of the land. He (the learned judge) held that trade unions were amenable if they did such things, unless those things were done in contemplation or furtherance of a trade dispute. It was true that parliament had enacted that if trade unions did certain things, they should have, as trade unions, absolute immunity. They had it; no one else had. It was not his (the learned judge's) business to criticize the enactment. In the present case, there was no trade dispute going on at the time of the occurrence of which the plaintiff complained. In the present case, there could be no doubt that the articles were libellous."

Richards v. Bartram and others, King's Bench Division, December 15, 1908.

Liability of Trade Union.

Branch officials of the National Association of Operative Plasterers recently induced men in the service of a master plasterer at Birmingham to come out on strike, honestly believing that they were justified in so doing under an agreement made between masters and men. The association sanctioned the action of the branch officials in calling out the men in question, but they did not then know that certain of the men were employed under agreements which were still running. Nevertheless, after being aware of this fact, the association continued strike pay to the men in question. Action was brought for an injunction and damages, and it was held that the defendant association, by continuing the strike pay to the plaintiff's men with knowledge that those men had, by coming out on strike, broken their contracts with the plaintiff, had ratified the action of the branch officials in inducing such breach of contract, and that the defendant association were therefore liable in damages for such breach. The action was taken before the coming into operation of the Trade Disputes Act, 1906, and it was held, there-

fore, that the Act has not a retrospective operation.

(*Smithies v. the National Association of Operative Plasterers and others*; Court of Appeals, December 21, 1908.)

Negligence of a Fellow Servant.

The defendants were the owners of two collieries, which communicated with each other, and also of a railway from the collieries to a neighbouring village. The railway was used for the conveyance of coal and materials to and from the collieries, and the defendants provided a train to take their workmen to and from their work at the collieries. The workmen paid nothing for conveyance, and they were under no obligation to travel by the train. The railway was managed entirely by the defendants. The part of the railway between the two collieries passed under a bridge. A mason who was employed by the defendants to do work at both collieries was, on the instructions of the defendants' engineer, who was the engineer of both collieries, engaged in building a wall to strengthen the bridge and for that purpose he had erected a scaffolding close to the line. A workman who was employed by the defendants at one of the collieries was returning home by the railway, and was seated on the floor of the carriage with his feet projecting beyond the carriage step. When the train was passing under the bridge, his foot struck the scaffolding, and he was thrown on the line and killed. In an action against the defendants to recover damages under the Fatal Accidents Act, 1846, the jury found that the accident was caused by the negligence of the mason and his engineer. It was held that the negligence was that of a fellow-servant of the deceased workman, and that the defendants were not liable, the accident having happened on the defendants' premises, though the workman had at the time left off work and was on his way home.

(*Coldrick v. Partridge, Jones and Co., Limited*, Court of Appeal, January 14, 1909.)

THE LABOUR GAZETTE

APRIL, 1909.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF MARCH, 1909.

I.—GENERAL SUMMARY |

INDUSTRIAL conditions showed steady improvement during March, the tendency being still more pronounced than in February. The most marked increase in activity occurred in the manufacturing and building branches; factories were adding to their staffs and to the number of hours worked in most of the leading centres, while the number of building permits issued was largely in excess of those of the corresponding period of 1908, indicating a general revival in this line. Collections were still somewhat slow, but bank deposits were exceptionally heavy and abundance of capital is available for industrial expansion. In the agricultural industry the continuance of unusually high prices stimulated the marketing of grain; in other respects the month showed little change from February, work on the land not yet having been begun except in Alberta and British Columbia. Experienced farm help was in demand in Ontario, Quebec and in some parts of Western Canada. Weather conditions have been favorable and the acreage available for crop in western Canada shows an increase of over 15 per cent. compared with the acreage of 1908. Fishing was quiet, but lumbering showed an improved tone. Coal mining with the advance of the season showed a tendency towards increased activity, but the British Columbia metal mines were less active than in February, owing in part to

the prevailing low price of copper. Winter conditions remained in railway construction camps and in the unskilled labour market generally, but the extensive operations in view for the coming season both in railway construction and in civic improvement work promise a favourable year.

Changes in Wages and Hours of Labour.

Negotiations were in progress at several points looking to the arrangement of agreements to cover the working season of the present year. The general tendency has been for the renewal of last year's agreement without material change. The following is a statement, by industries and groups of trades, of the more important changes in wages and hours of labour, information concerning which was received at the Department of Labour during March 1909.

Lumbering.—The wages offered to log drivers at Hull, Que., were \$2.00-\$2.25 per day; last year the average rate was \$1.75 per day.

Mining.—An agreement between the Crow's Nest Pass Coal Company and its employees was concluded during March.⁽¹⁾

Food and tobacco preparation.—Brewery workers to the number of 60 at Berlin, Ont., obtained a new agreement affecting wages and hours.⁽²⁾

(1) See special article elsewhere in the present issue.

(2) See report of Berlin, Ont., correspondent.

Street railway employees.—Motormen and conductors (150) in the employ of the Hamilton, Ont., Street Railway Company obtained a new agreement ⁽³⁾.
Civic employees.—At a meeting of the city council of Toronto, Ont., held March 22nd, 1909, the following salary increases were finally agreed upon and adopted:—

Officer.	Old salary, per year.	New salary per year.
Assessment Commissioner	\$4,000	\$4,500
City solicitor.....	3,500	4,000
City clerk.....	3,000	3,500
City engineer.....	4,750	5,000
Property commissioner.....	2,500	2,750
City architect.....	3,750	4,000
Fire chief.....	3,000	3,500

It was also decided that the graded schedule for all departments, providing increases to go into effect for the year 1910, should be adopted to go into effect from January 1st, 1909. The annual increases provided by the schedule amount to \$50. per year for each official, except in a few cases where an increase of \$100 is provided. The new scale for firemen's salaries commences at \$500 per year, with an annual increase until a maximum of \$900 is reached. The Chief, Deputy Chief and other officers receive increases of from \$100 to \$500 until the maximum allowed in each case is reached.

Civic employees at Ottawa, Ont., (30) had their wages advanced, on an average \$75. per year. Some employees with expert knowledge were granted an increase of \$100 and their salaries will run to a maximum of \$1,500. The total increases will add \$2,500 to the 1909 pay roll and \$2,000 that of 1910.

Unskilled labour.—Labourers in the employ of the Singer Sewing Machine Company at St. Johns, Que., had their wages reduced recently from 15-17½ cents per hour to 11-12½ cents per hour.

Cost of Living—Prices.

Grains remained on exceptionally high price levels, wheat having further advanced in March. Hogs, cattle and

horses were also very high, but farm produce, including butter, eggs and milk declined towards the close of the month. New maple syrup was somewhat lower than last year. Flour, following the rise in wheat, advanced at several points. The metal market showed little change, copper remaining low, with a steadier feeling in other lines. A gradual improvement in the lumber trade was reported, prices in British Columbia for new lumber at the coast mills having advanced

Interruptions to Industry.

Among industrial and other establishments destroyed by fire or through other cause during March, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scotia.—Bottling factory and confectioner's establishment at Glace Bay, loss, \$12,000; hotel at St. Margaret's Bay Road, loss, \$5,000; store at Springhill iron works at Yarmouth, 200 men out of employment loss, \$100,000.

New Brunswick.—Flour mill at Norton, loss, \$10,000; drying room of cotton mill at St. John, loss, \$1,000; school at Sussex, loss, \$40,000.

Quebec.—Bakery and dwelling at Chaudière Curve loss, \$4,000; public hall at Chelsea; school house at Eustis; four tenement houses at Laprairie. At Montreal, business block; warehouse, silk importing establishment, loss, \$10,000; factory, loss, \$4,000; lithographing establishment, loss, \$25,000. Convent at Pointe aux Esquimaux, loss, \$15,000; store at Quebec tannery at Quebec, loss, \$12,000; match factory at St. Casimir, loss, \$12,000; straw works and newspaper office at St. Johns, loss, \$100,000; general store at St. Lin, loss, \$12,000; business block at Sorel, loss, \$80,000.

Ontario.—Metal works at Brantford; flax mill at Bell River; hotel at Cornwall, loss, \$25,000; business portion of village of Durham, loss, \$3,000; out buildings at Hawkesbury, loss, \$1,000; engraving plant at London business block at London, loss, \$6,000; store at London loss, \$5,000; elevator and 15,000 bushels of wheat at Orangeville at Toronto, coal sheds and 5,000 bushels of wheat at Orangeville, at Toronto, coal sheds and 5,000 tons of coal, loss, \$20,000; elevator, \$35,000; brass foundry, loss, \$17,000; stable and fur factory, loss, \$16,000; ticket agency, loss, \$1,700; shirt factory (partial), loss, \$1,100.

A sleet storm on March 10, in eastern Ontario and western Quebec did considerable damage to fruit trees and telegraph wires.

Manitoba.—Business block at Arden, loss, \$5,000; flour mills at Minnedosa, loss, \$13,000; saddlery establishment at Winnipeg, loss, \$20,000; machinery warehouse and shops at Winnipeg, loss, \$25,000.

Alberta.—Elevator and 20,000 bushels of grain at Ponoka; three business buildings at Tofield, loss, \$20,000.

British Columbia.—General store at Midway, loss, \$14,000; business block at Victoria, loss, \$150,000.

Conditions in the Industries and Trades

Conditions of employment during March in the several industries and trades

⁽³⁾ A copy of the agreement is published in full elsewhere in the present issue.

des throughout Canada, as indicated by the reports of correspondents to the *Labour Gazette*, and by information received at the Department from other sources, may be briefly summarized as follows:—

Agriculture.

Agricultural conditions were for the most part unchanged from February except in Alberta and British Columbia where ploughing was already in progress. Work was limited to the care of stock and the marketing of produce. Though the condition of the roads interfered with the latter, markets were well attended and prices were high for the season. In Quebec and Ontario the maple sugar season opened under favourable conditions; production promises to be larger than for some years past and a weakness in price was reported at the close of the month. An increasing demand for farm help, in anticipation of the opening of the season of activity was already reported, experienced help being scarce in most localities, especially in Ontario and the Eastern Townships of Quebec.

Though it is still too early to discuss the agricultural outlook for the coming year, it may be stated that the winter has been generally favourable and that the snowfall which occurred during the third week in March has ensured a supply of moisture for some weeks to come; winter wheat in particular profited by these conditions over a large area throughout Canada. The crop acreage in the three Prairie provinces will, it is estimated, exceed that of last year by over 15 per cent. making the total acreage under cultivation 11,500,000 of which 7,250,000 will be sown to wheat. It is still too early to judge of the condition of fruit buds.

A statement issued by the Census and Statistics Branch of the Department of Agriculture, Canada, during March shows quantities grown, hay and roots on hand and the condition of live stock in Canada at the end of February, as follows:—

The quantity of wheat in farmers hands in the whole of Canada was 20.22 per cent. of the crop of last year, which is 22,747,000 bushels left out of a total product of 112,434,000 bushels.

Of oats there was 43.62 per cent., being 109,222,000 out of 250,377,000 bushels; of barley, 33.56 per cent. being 15,692,000 out of 46,762,000 bushels; of buckwheat, 29.05 per cent., being 2,078,000 out of 7,153,000 bushels.

Of potatoes there was 44.10 per cent. being 32,542,000 out of 73,790,000 bush.

In the provinces of Manitoba, Saskatchewan, and Alberta the quantity of wheat in farmers' hands at the same date was 18.93 per cent., being 17,391,000 out of a total product of 91,857,000 bushels; of oats 45.93 per cent. being 44,425,016 out of 96,718,000 bushels; of barley, 33.68 per cent., being 7,722,000 out of 22,926,000 bushels.

The condition of live stock in the Dominion at the end of February was 81.40 for horses, 78.70 for milch cows, 73.79 for other horned cattle, 78.32 for sheep and 74.34 for swine, 100 being taken as the standard for comparison.

The report of the Secretary of the Agricultural Department of Nova Scotia for 1908 showed a favourable year*

The following crop summary of wheat as in March 1, 1909, was issued by the Warehouse Commissioner of Winnipeg, Man:—

*For a detailed reference to Report see Report of Halifax Correspondent in the present issue.

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue several trades and industries throughout the Dominion. This table has references only to the amount of employment headings in the *Gazette*. In tabulating the information in question, the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural operations.	Fishing.	Lumbering (including saw-milling.)	Mining.	Manufacturing.	Railway construction.	Building trades.
<i>Nova Scotia</i> —							
1—Sydney.....	Quiet	Quiet	Active	Quiet	Busy		Active
2—Westville.....	Quiet		Active	Quiet			Quiet
3—Halifax.....		Quiet			Quiet		Dull
4—Amherst.....	Quiet	Quiet	Active	Quiet	Active		Dull
<i>Prince Edward Island</i> —							
5—Charlottetown.....	Quiet	Quiet			Active		Dull
<i>New Brunswick</i> —							
6—Moncton.....	Quiet		Quiet	Quiet	Active	Active	Quiet
7—St. John.....	Active		Quiet				Dull
8—Newcastle.....	Quiet	Quiet	Quiet				Active
<i>Quebec</i> —							
9—Quebec.....	Active		Quiet			Quiet	Dull
10—Sherbrooke.....	Quiet		Active	Quiet	Active		Quiet
11—Three Rivers.....	Active	Dull	Active		Active	Dull	Active
12—St. Hyacinthe.....	Active				Active		Active
13—St. Johns.....	Active				Active		Dull
14—Maisonneuve.....					Active		Active
15—Montreal.....					Active		Dull
16—Hull.....			Quiet	Quiet	Active		Dull
<i>Ontario</i> —							
17—Ottawa.....	Active		Quiet		Active		Quiet
18—Kingston.....	Active	Quiet	Quiet	Active	Active		Active
19—Belleville.....		Active	Active	Active	Active	Dull	Active
20—Peterborough.....	Active		Quiet		Active		Quiet
21—Toronto.....	Active				Active		Active
22—Niagara Falls.....					Active		Quiet
23—St. Catharines.....	Active				Active		Active
24—Hamilton.....	Quiet				Active	Active	Active
25—Brantford.....					Active		Quiet
26—Guelph.....					Active		Dull
27—Berlin.....	Active				Active		Quiet
28—Woodstock.....	Quiet				Active		Quiet
29—Stratford.....	Active				Active		Quiet
30—London.....					Quiet		Quiet
31—St. Thomas.....	Active				Active		Quiet
32—Chatham.....	Quiet				Active		Quiet
33—Windsor.....	Active		Active		Active		Active
34—Sault Ste. Marie.....	Dull		Dull	Dull	Active		Dull
<i>Manitoba</i> —							
35—Winnipeg.....	Active		Quiet		Quiet		Quiet
36—Brandon.....					Quiet		Dull
<i>Saskatchewan</i> —							
37—Regina.....							Dull
38—Moose Jaw.....							Quiet
<i>Alberta</i> —							
39—Calgary.....							Dull
40—Edmonton.....	Active						Quiet
41—Lethbridge.....				Active	Active		Dull
<i>British Columbia</i> —							
42—Nelson.....			Dull	Quiet			Dull
43—New Westminster.....	Quiet	Active	Quiet				Dull
44—Vancouver.....		Dull	Dull				Active
45—Victoria.....	Active		Active		Active		Active
46—Nanaimo.....	Active	Dull	Dull	Dull			Quiet

CANADA DURING THE MONTH OF MARCH, 1909.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken to wage changes, trade disputes and kindred phenomena treated under separate order indicating in each the degree to which general conditions were favourable or unfavourable, as follows: (1) active,

Metal engineering ship-building.	Wood-working.	Printing and Allied trades	Clothing.	Food and tobacco preparatio	Leather.	General transport.	Miscellaneous.	Unskilled labour.
1— Active	Active	Active	Active	Active	Active	Quiet	.....	Active
2— Active	Quiet	Active	Active	Active	.....	.....	Active	Dull
3— Quiet	.....	Active	Active	Active	.....	Quiet	.....	Dull
4— Active	Active	Dull	Active	.....	Active	.....	Active	Dull
5— Active	Active	Active	Active	Active	Active	Dull	Active	Dull
6— Active	Active	Active	Active	Active	Quiet	Quiet	Active	Dull
7— Active	Quiet	Active	Busy	Active	.....	Busy	Active	Dull
8—	Busy	.....	Active	Busy	.....	Active	.....	Dull
9— Busy	Active	Active	Active	Active	Active	Quiet	Dull	Very dull
0— Active	Active	Active	Active	Active	.....	Active	Active	Active
1— Quiet	Active	Quiet	Active	Quiet	Quiet	Dull	Active	Dull
2— Active	Active	Active	Active	.....	Active	Active	Active	Active
3— Active	.....	Active	Dull	Active	.....	Busy	Active	Dull
4— Active	Active	Active	Active	Active	Active	Active	Active	Dull
5— Active	Active	Active	Active	Active	.....	Active	Active	Dull
6— .....	.....	.....	.....	.....	.....	Dull	Quiet	Dull
7— Active	Active	Active	Busy	Active	Active	Quiet	Active	Very dull
8— Active	Active	Active	Busy	Quiet	Active	Quiet	Quiet	Dull
9— Active	Active	Active	Active	Active	Active	Dull	Active	Dull
0— Quiet	Active	Active	Quiet	Active	Active	Active	Quiet	Dull
1— Quiet	Active	Active	Quiet	Active	Active	Active	Quiet	Dull
2— Active	.....	.....	Quiet	Active	.....	Active	Dull	Dull
3— Active	Quiet	Active	Active	Active	Active	Active	Active	Quiet
4— Quiet	Quiet	Active	Quiet	Quiet	.....	Dull	Quiet	Dull
5— Active	Active	Active	Active	Busy	Active	Active	Active	Dull
6— Active	Quiet	Busy	Busy	.....	.....	.....	.....	Very Dull
7— Active	Active	Active	Active	Active	Busy	Active	Active	Dull
8— Active	Active	Active	Quiet	Active	Active	Active	Active	Dull
9— Active	Active	Active	Active	Active	.....	Active	Active	Dull
0— Quiet	Quiet	Dull	Active	Quiet	.....	Active	Quiet	Dull
1— Active	Active	Active	.....	Active	.....	.....	Quiet	Quiet
2— Active	Active	Active	Active	Quiet	.....	Active	Active	Quiet
3— Active	Active	Busy	Busy	Active	Active	Active	Active	Active
4— Quiet	Quiet	.....	Quiet	Quiet	.....	.....	.....	Quiet
5— Active	Dull	Active	Dull	.....	Active	Dull	Quiet	Dull
6— Dull	Dull	Active	.....	Quiet	.....	Dull	.....	Very dull
7— Dull	.....	Active	.....	.....	.....	.....	Active	Very dull
8— Active	.....	Active	.....	Active	.....	Active	Active	Quiet
9— Active	.....	Active	Active	Active	Active	Active	Active	Very dull
0— Active	.....	Busy	.....	Active	.....	.....	Active	Very dull
1— Active	Active	Active	Dull	Active	.....	Active	Active	Dull
2— .....	.....	.....	.....	.....	.....	.....	.....	.....
3— Quiet	Quiet	Quiet	Active	Quiet	.....	Quiet	Dull	Dull
4— Dull	Active	Quiet	.....	.....	Dull	Very dull	Dull	Very dull
5— Active	Active	Active	.....	.....	.....	.....	Active	Quiet
6— Active	Active	.....	.....	Quiet	.....	Dull	Quiet	Dull

	Wheat—Acres	Yield.	Bushels.
Manitoba Government estimate.....	2,850,640	17.28	
Saskatchewan Government estimate.....	3,703,563	13.00	
Alberta Government est., spring	154,487	10.00	
Alberta Government, est., winter	104,330	20.00	
	6,813,020		105,149,354
Less required for seed, say.....			14,000,000
			91,149,354

March 1, 1909—

Inspected to date 55,152 cars at 1,050 each.....	57,909,600	
Marketed at Winnipeg, not inspected	200,000	
In store in elevators west of Winnipeg.....	12,511,000	
In transit not inspected	855,600	
Allowance for bread	5,000,000	
	76,476,200	
Balance in farmers hands	14,673,154	%
		91,149,354
In store west of Winnipeg	12,511,000	
Yet to market	14,673,154	
Balance yet to forward	27,184,154	

Of Alberta winter wheat 2,397,588 bushels has been inspected to March 1, 1908, which is 431,112 bushels in excess of the estimate of the provincial government.

The final report on grain crops of the province Saskatchewan showed that the grain crop of that province in 1908, was twice as large as the quantity recorded in 1907. There was a notable increase in each grain crop notwithstanding the fact that the average yields differed very little from those of the previous year. The total yield of the wheat, oats, barley and flax crops amounted to 105,589,543 bushels. Speltz and rye were grown, but not extensively. The area reported to have been seeded to speltz is 6,080 acres, which produced an average yield of 14.92 bushels per acre, making a total of 90,713 bushels for the province. Rye was grown on 4,881 acres, yielding a total of 55,008 bushels or an average yield per acre for the province of 11.27 bushels. The area of the four principal grain crops in 1907 was 3,057,401 acres. In 1908 the area was 5,970,841 acres, an increase of very nearly 100 per cent. over the figures for the previous year. The increased area

may in a measure be explained by the unusually large number of homestead entries made during 1906, when entries for 261 homesteads were granted in this province. From a large number of these homesteads crops doubtless were produced in 1908. In explanation of the low average yields it may be stated that while the grain crop was injured by hail by frost or by other agencies to the extent of rendering a small part of it unprofitable to thresh, the area of such crop is included in the total acreage of the grain crops, and the average yields per acre are thereby reduced somewhat. 25,135 acres of wheat were reported as not having been threshed; and it may be inferred that the crop on that area of land was injured in some way. A part of the oats, amounting altogether to 124,763 acres, was not threshed.

The annual report of the Live Stock Association of Manitoba shows that the number of cattle received at the Winnipeg stock yards during the past year was about 75 per cent. more than in 1907; 3 per cent. more than in 1906, and nearly double that of 1905. The total number received was 175,000, of which the better

class was exported. The demand for pure bred hogs is increasing with the greater number of steers coming into Western Canada, though the number of sheep in the Province is decreasing. The establishment of the Union Stock Yards in St. Boniface is expected to increase the demand for pure bred cattle.

It was announced that upward of 40 new elevators would be built in Alberta this year, chiefly in the Southern portions of the Province.

The embargo against the importation of cattle from the State of Michigan was raised by Order in Council during March. It remains in force as against live stock from New York, New Jersey, Pennsylvania, Delaware and Maryland. The relaxation with regard to Michigan was due to the fact that the authorities were satisfied that the foot and mouth diseases had been stamped out in that State.

The annual convention of the Niagara Peninsula Fruit Growers' Association was held at St. Catharines, Ont.

A conference of representatives of Fruit Growers' Associations and Boards of Trade in British Columbia and prominent officials of the C. P. R., Company, was held at Victoria early in March, for the purpose of conferring as to the best methods of advancing the fruit industry and removing some of the disadvantages under which it labours. Representations embodying the views of the conference were later made to the Provincial Government.

Fishing.

The month was quiet from seasonal causes throughout Canada. Weather conditions were more favourable than in February in the Maritime provinces, but catches were generally light and work among fishermen was largely confined to preparations for the opening of the spring season. Resolutions were passed by the legislature of Prince Edward Island asking for a shortening of the lobster season and the appointment of a commission to control the fisheries. It was announced that the Dominion government during the coming year would continue to encourage

the trade in fresh fish and lobsters between the Atlantic coast provinces and the Ontario, Quebec and western markets by means of a regular fast refrigerator service from Halifax, N.S., westward. On the great lakes catches were confined to rough fish, which were taken in fair quantities. In British Columbia steel-heads and red and white spring salmon were taken in fair quantities on the Fraser River. The whaling station on the west side of Vancouver Island is preparing for the summer season; the station on the eastern coast reported a smaller catch than during last winter. The Behring Sea sealing fleet will be smaller than in many years past.

Pending final decision in the matter of the control of the fisheries as between the Dominion and the province of British Columbia, fishing licenses during the coming season will be subject to Dominion regulations; licence fees will not be collected from boat pullers, while net men will be charged a fee of \$5.00 instead of \$2.50 as last year.

On March 16th a royal commission was appointed to enquire into and report upon the existing requirements and conditions of the fisheries of the provinces of Manitoba, Saskatchewan and Alberta, Professor E. E. Prince, Commissioner of Fisheries and International Commissioner was appointed chairman of the commission, the other members being Mr. T. L. Metcalfe of Winnipeg and Mr. D. F. Reid, M.D., of Selkirk, Man.

Lumbering.

Work in the woods in Ontario and the eastern provinces was brought to a close during March and preparations completed for the beginning of the drives as soon as the ice goes out of the streams. The cut in most localities was exceptionally favourable until the closing weeks of the season when the heavy snowfall somewhat hampered operations. The return of the men from the camps overstocked the general labour market at Ottawa, Ont., and Hull, Que., which are the headquarters for the camps on the Montreal, Ottawa, Kippewa, Black, Gatineau, Lièvre, Spanish and Sault Ste.-Marie

rivers, but wages for the drives will be higher than last year. Prices have been stronger and the outlook for the coming year in the mills is fair.

The lumber cut in the Dauphin district in Manitoba during the past winter is reported the largest in the history of the district. The winter has been very favourable for work in the woods and limits have been operated to the fullest extent possible. It is estimated that 78,500,000 feet or 25,000,000 feet more than last year have been cut. Large quantities of railway ties have also been taken out and the cord-wood cut has been the largest on record. Upwards of 3,000 men have found employment in the woods during the winter.

A slow improvement in the lumber trade of British Columbia was reported. Prices at the coast mills advanced and the demand for lumber in the Prairie provinces increased considerably. A meeting of shingle manufacturers of British Columbia and the State of Washington, for the discussion of prices, was held at Vancouver. During March the Fraser River Lumber Company dismissed 138 Asiatics and put white men in their places.

The tenth annual meeting of the Canadian Forestry Association was held at Ottawa, Ont., on March 11, 1909. Owing to the recent special convention of the association held in Toronto no set of papers or addresses were presented at this meeting, which was called for the transaction of the general business of the association including the election of officers, the consideration of the place at which the next convention will be held and other matters affecting the welfare of the association. The association now numbers 800 members.

The New Brunswick Lumbermen and Limit Holders' Association held a meeting at Fredericton, N.B., on March 23-24. A memorial for presentation to the provincial government at a later date was prepared. The Hon. J. P. Burchill, M. P. of Newcastle was elected president and R. A. Lawlor, K.C., of Chatham, secretary and treasurer.

The eight annual report of the Ontario Reading Camp Association was issued

during March. Reports from the instructors in the camps were satisfactory. Not only have the men been furnished with reading and writing materials but large numbers of foreigners have been taught the rudiments of the English language. The association has attracted to its work many students from schools and colleges, upward of 20 having been engaged in the work during the past year.

Mining.

Conditions remained quiet in the coal mining industry throughout Canada. In Nova Scotia some of the mines were closed down or were worked on short time, but an early improvement is anticipated with the opening of the shipping season. On Vancouver Island, also, conditions were more active than in February. The addition of a number of coke ovens is in contemplation by the Crow's Nest Coal Company, Limited.

Negotiations were held during March between the Dominion Coal Company and the Dominion Iron and Steel Company with reference to recent differences between the companies and the renewal of the contract with regard to which these differences arose. Under an agreement signed on March 30, the agreement of October 20, 1903 was declared to be in full force and effect. The steel company was declared entitled to recover the damages which it suffered from August 1, 1906, to date. In a supplementary agreement payment of \$2,750,000 in cash to the steel company by the coal company and the continuance of the supply of coal by the latter were provided for. As a result of the agreement general industrial conditions in Nova Scotia became considerably more buoyant.

Negotiations were in progress between the Western Coal Operators' Association and district No. 18, United Mine Workers' Association at Macleod, Alta., looking to the renewal of an agreement between the parties concerned. During the course of the negotiations the Crow's Nest Pass Coal Company withdrew from the Western Coal Operators' Association and concluded a separate agreement with

the men. The other negotiations had not been concluded at the close of the month. (*)

A convention representing branches of the United Mine Workers' Association of Nova Scotia was held at Sydney, N.S., in the opening week of March for the purpose of organizing a district federation of the unions affiliated with this order in Nova Scotia. Forty-nine delegates attended.

A largely attended meeting of representatives of the leading coal companies of Nova Scotia was held at Truro on March 10. The meeting was held behind closed doors. At the close of the meeting the following statement was given out:

It was unanimously resolved by all the coal operators here, who had been called together to consider the present labour situation at the mines in Nova Scotia, that the agitation being carried on by the organization known as the United Mine Workers of America to gain control of the labour at the mines, is fraught with much danger to the Nova Scotia coal mining industry, and is likely to result in the loss of a large part of our trade to the Americans. It was further decided that the attempt of a foreign organization to control our mines should be resisted in every way possible, and a course of action was decided upon.

Total shipments from Cobalt, Ont., camp from January 1, up to the middle of March were 5,572 tons. There was a large influx of miners and prospectors into the Gowganda Lake district. Facilities for handling this traffic were lacking and transportation rates were high. Over 4,500 claims have been registered in the Gowganda, Ont., district.

Conditions were quiet in the Rossland, B.C., camp, the LeRoi mine, having closed down throwing 450 men out of employment. Some very rich discoveries of ore, however, were reported from this camp. The smelters at Trail were running steadily but the unfavourable condition of the copper market affected the Boundary camp. The British Columbia Copper Company closed down. The Dominion Copper Company appointed a committee to reorganize its affairs.

The 17th annual meeting of the Mining Society of Nova Scotia was held at Halifax on March 3 and 4. Among the papers read were the following: the Mine and the Farm, by the Honourable Robert Drum-

mond; the Oil Shales of New Brunswick, by Dr. R. W. Ellis; the visit of the European Mining Engineers, by Mr. F. H. Sexton, and others. Proceedings were concluded by a banquet. Officers were elected as follows; President T. J. Brown; Vice President, F. H. Sexton; and Secretary, A. A. Hayward.

The eight-hour day Commission of Nova Scotia continued the interviewing of representatives of employers and workmen in the coal and iron industries about Sydney and Glace Bay.

The annual meeting of the Dominion Coal Company, Limited, was held at Montreal, Que., on March 25, 1909. The output of the Company, for 1908 was 3,555,068 tons, as compared with 3,541,253 tons in 1907, an increase of 13,815 tons. The balance sheet shows capital stock, common, \$15,000,000 and preferred, \$3,000,000, and first mortgage bonds, \$5,000,000. The surplus shows a balance from previous years of \$2,653,308 and for the current year of \$1,600,162 making a total of \$4,253,471. The net proceeds from sale of coal and net income amounts to \$2,686,202 less a total of \$1,086,039 representing interest on bonds, dividends on preferred and common stocks and miscellaneous interest, leaving a total of \$1,600,162.

At the annual meeting of the Maritime Coal Railway and Power Company it was decided to make heavy expenditures on improvements, especially in the securing of shipping facilities at the Joggins mine.

At the annual meeting of the Intercolonial Coal Mining Company, Limited, of Nova Scotia the value of the output of coal and coke for the year was stated to amount to \$310,198. The annual report of this company issued during March shows that 981,645 tons of coal were mined and 262,558 tons of coke manufactured during the year. In 1907, 931,939 tons of coal were mined and 231,368 tons of coke produced. The sum of \$530,000 was spent on improvements during the year. The net profits amounted to \$240,226, compared with \$382,986 last year, the decrease being due to the fire of August 2 and 3, the prevailing trade depression and the increase in the cost of mining.

*A special article dealing with this conference is published elsewhere in the present issue.

A return brought down in the House of Commons shows that the approximate area of coal mining lands of Saskatchewan is 10,648 acres, and in Alberta 373,691 acres.

The exportation of natural gas from Canada was discontinued from April 1.

Manufacturing.

Conditions and prospects showed still further improvement during March. Staffs and working hours in many establishments throughout Canada were increased and the outlook in the large manufacturing centres at the close of the month was decidedly hopeful.

A very active demand for agricultural implements was reported from western Canada.

The Ontario Hydro-Electric Commission is enlarging its staff with the increase of work under its direct supervision. It was stated that about 40 engineers and their assistants would be appointed and the work of the commission divided into four branches, namely, engineering, construction, operating and accounting. There will also be shop inspectors, foremen and assistant. The power will be distributed from Dundas, Ont.

A meeting of wool manufacturers and dealers was held recently in Toronto to discuss relations with the growers and to unite different branches of the industry depending on wool for its raw material.

The iron and steel industry continued very active*. At Sault Ste. Marie, Ont., an additional open hearth furnace will be completed this spring; a building sufficiently large for three furnaces was erected some time ago but only two furnaces were installed.

On March 8, a by-law was carried by the ratepayers of Sault Ste. Marie to authorize the granting of a bonus towards the construction of a dry-dock and ship-building plant estimated to cost \$500,000, of sufficient capacity to repair and build the largest vessels on the great lakes. It is expected that the structure will be ready by May 1, 1911, and that it will expend on operating expenses a minimum of \$60,000 per year. The bonus

granted amounted to \$5,000 per year for twenty years and of an exemption from general taxation, the first payment to be made after the company has expended at least \$100,000 on the work.

In the closing week of March the Dominion Textile Company notified their employees that no advance in wages would take place this season, but that the matter would be taken into consideration when business permitted.

The first cement exhibition held in Canada took place in Toronto in the opening week of March. The Canadian Cement and Concrete Association was organized and held its first annual convention at Toronto, Ont., on the same occasion.

The Colonial Portland Cement Company of Wiarton will be reorganized with a view to resuming business.

The fifth annual meeting of the Western Ontario Brickmakers' Association was held at Blenheim, February 27.

An order has been granted for the winding up of the Canada Tin Plate and Sheet Steel Company, Morrisburg, capitalized at \$1,500,000.

The following statement with regard to the Canadian milling industry was recently published in the *Canadian Baker and Confectioner*:

The history of the Canadian flour milling industry for 1908 is one of increasing capacity for the big mills, of diminishing number for small ones, and of keen competition for business, with considerable cutting of prices. The business is really in a state of transition. The old-fashioned mills and millers are rapidly going to the wall and giving place to concerns and men that know to a fraction of a cent what it costs to make a barrel of flour and where the best markets are to be found.

Railway Construction.

There was some increase in railway construction staffs in anticipation of the opening of the spring season, though winter conditions generally prevailed throughout eastern Canada. During February the expenditure on railway construction work in connection with the National Transcontinental Railway in New Brunswick amounted to \$316,769.

On March 30th, a resolution was moved by the Honourable the Minister of Finance in the House of Commons to authorize a loan to the Grand Trunk Pa-

* See report of Sydney, N.-S., correspondent.

cific Railway Company, not exceeding \$10,000,000 to aid the company in the completion of the construction of the prairie sections of the western division of the National Transcontinental Railway. The loan is to bear interest at four per cent. per annum payable half yearly, and is to be advanced on the pledge of an issue of bonds bearing interest at four per cent. The loan is intended to meet the unexpectedly large increase in the cost of the prairie sections.

For the nine months ended December 31, 1908, the total expenditure on the Winnipeg-Moncton section of the National Transcontinental was \$18,866,212 or a total expenditure to that date of \$45,924,156. Miles of grading completed were 668, and the total miles of track laid 309. And 6,905 tons of steel structures, such as bridges and viaducts, have been completed. Contracts for 80 pound steel rails awarded amounted to 174,318 gross tons. Of these contracts, 105,695 gross tons went to the Dominion Iron and Steel Company, and 69,123 to the Algoma Steel Company. The section between Winnipeg and Fort William, branch line of the G. T. P. Company, has been nearly completed, and the line will permit of operation in September next. This section will probably be in readiness to assist in moving this year's crop to the lakeboard.

The Chief Engineer of the Hudson Bay survey has presented his report to the Minister of Railways. Two surveys were taken, one to Fort Churchill and the other to Port Nelson. The Port Nelson route is represented as being 397 miles long and passing through a well timbered country.

It was announced by the president of the Canadian Pacific Railway Company that the construction operations of the company during the present year would exceed those of 1908. Some extensive contracts were awarded by the company for the excavation of irrigation canals and ditches in western Canada. It was announced that the first section of the Canadian Pacific Railway's grain route from Montreal to Victoria Harbour on the Georgian Bay would be completed as far as Smith's Falls, a distance of 129 miles, by September 1, 1909.

During the discussion of a vote of \$150,000 in the House of Commons for the preparation of plans for the reconstruction of the bridge across the St. Lawrence at Quebec, the Minister of Railways said the engineers had decided that they could not use any part of the material prepared for the former bridge. The engineers hope to have the plans for a bridge 150 feet above high water ready by the autumn, but it will not be possible to ask for a vote on account of construction until next session.

By order of the Railway Commissioners for Canada tender trucks (weighing 100,000 pounds or over when loaded) of locomotive engines used in passenger service by companies operating railways by steam power under the legislative authority of the Parliament of Canada, must be equipped with steel-tire wheels on or before the first day of December, 1909.

With reference to the protection of level crossings a bill based on a resolution was introduced into the House of Commons by the Honourable the Minister of Railways and Canals. The main provisions of the bill and resolution were as follows:—

That a sum of \$200,000 be appropriated each year for five consecutive years from April 1, 1909, placed to the credit of special account to be known as the railway level grade crossing fund, and applied under the authority of the Board of Railway Commissioners, for the purpose of aiding in the providing of protection for existing highway crossings of railways; that the amount contributed from that fund shall not exceed twenty per cent. of the cost of the crossing protection, and that in no case shall it be more than \$5,000; that the Railway Commission shall have the power of apportioning the cost as between the railway and the municipality or corporation; that payments shall be limited to crossings of not more than four tracks; that not more than three crossings in one municipality in one year shall receive contributions; that crossings constructed hereafter shall be protected at the expense of the railway companies; that the board shall have power to order any municipality, by which is meant city, town, incorporated village, township or parish, to contribute a portion of the cost of the protection, and that railway companies shall be allowed to establish fire guards along their lines under conditions to be prescribed by the Railway Commission.

In view of the frequency of complaints against railway companies in connection with defective fencing of their rights of way, a draft order was submitted by the Board of Railway Commissioners to the Canadian railway companies during March having reference to the construction of cattle guards, highway crossings and the fencing of rights of way. A

special meeting to decide finally upon the terms of the order will be held at Ottawa on May 4th.

Owing to the frequency of accidents caused by main line switches being left open the Board of Railway Commissioners has asked for an expression of opinion from the various companies as to the installation of an electrical mechanical device which would indicate by a signal that the main line switch was open; the said device to act so that the opening of the switch would automatically give the danger signal.

By a recent decision of the Supreme Court of Alberta the lands of the Canadian Pacific Railway Company may be taxed by the province for local improvements and school purposes.

General Transport.

Railway employees had a fair month. Earnings of the Canadian Pacific Railway Company were exceptionally heavy; the returns showing the largest earnings and the largest increase of the present year. This was chiefly the result of heavy wheat shipments by the all-rail route from Western Canada. This branch of the business was above that of the corresponding period of 1908, the recent high prices having greatly stimulated the movement.

Transportation companies were also affected by the opening of the immigration season, the number of newcomers from the American West being exceptionally heavy. The raising of the embargo on cattle from the state of Michigan also caused an improvement in traffic in south-western Ontario.

Some reductions of staff went into effect in the Grand Trunk Railway shops at Point St. Charles, Que., and Toronto, Stratford, and London, Ont.

The total receipts of the Temiskaming and Northern Ontario Railway were \$982,000 in 1908, an increase of \$129,000 compared with 1907. Net earnings were \$284,000 compared with \$208,107 in the previous year. Royalties amounted to \$134,000, whereas in 1907 they amounted to only \$50,901. In 1907 operating expenses were 75.5 per cent. of earnings, and last year 70.8 per cent.

Negotiations were in progress between the Canadian Pacific Railway Company and its various mechanical unions, east and west, at Winnipeg, Man.

Representatives of the shop employees of the Canadian Northern Railway held a conference in Winnipeg for the purpose of forming a Federation of the various classes of mechanical employees in the service of the Company. The number of men involved is about 800, of whom 500 are resident in Winnipeg.

Street railway earnings at Toronto, Montreal, and other points showed a large increase compared with those of March, 1908.

Longshoremen, steamboatmen, etc., remained as in February. An early opening of navigation is expected. The government ice breaker *Montcalm* broke up the ice bridge in the St. Lawrence River at Cap Rouge, Que., in the closing week of the month.

The adoption of a new bill of lading by the Dominion Marine Association led to some friction between the association and elevator owners and grain shippers.

During the past season and up to March 27, the total value of exports from the port of St. John, N.B., were considerably larger than those for the same period last year. The value represented was \$17,393,588, of which Canadian goods made up \$12,262,582 and goods produced in the United States \$5,131,006. Since that date a number of large cargoes have been loaded, and it is probable that the total business done by the port during the season just closing will considerably exceed that of 1907-08.

A statement issued by the Department of Trade and Commerce shows that there was received at Fort William and Port Arthur in the six months ending February of this year 46,935,598 bushels of wheat, 9,842,547 bushels of oats, 2,144,193 bushels of barley and 1,155,880 bushels of flax, and that there was shipped from these ports in the same period 42,734,446 bushels of wheat, 7,941,530 bushels of oats, 1,879,170 bushels of barley and 809,339 bushels of flax. For the corresponding period of 1907-08 there was received 29,896,710 bushels of wheat, 6,202,982 bushels of oats, 1,573,729

bushels of barley, and 1,143,104 bushels of flax, and there was shipped 28,469,491 bushels of wheat, 4,836,281 bushels of oats, 1,109,084 bushels of barley and 495,752 bushels of flax. The increase in receipts of wheat in the season 1908-09 was 17,036,888 bushels; of oats 3,639,565 bushels; of barley, 570,264 bushels, and of flax, 412,776 bushels. The quantity of grain inspected at Winnipeg and other western points during the last period of six months was 55,152 cars of wheat, 7,744 cars of oats, 2,414 cars of barley and 1,645 cars of flax, of which there was shipped west from Calgary 665 cars of wheat, 434 cars of oats, and 27 cars of barley. A car load of wheat is computed at 1,050 bushels, of oats 1,800 bushels and of barley 1,200 bushels.

Notice of a Bill was given in the House of Commons, authorizing the Government to enter into a contract for a subsidized steamship service between Canada and France, the amount given up not to exceed \$200,000 per annum, and at least 15 round voyages to be made during the year.

The Trades.

Building.—In nearly all the larger centres of population throughout Canada the number of building permits issued during the past few weeks has shown a pronounced increase compared with the number issued during the corresponding period of 1908. The building outlook is accordingly regarded as very favourable and the volume of building operations, which will be under way during the coming year is confidently expected to largely exceed that of last year. At Quebec, Montreal, Kingston, Toronto, London, Windsor, Winnipeg and many other points activity was already pronounced at the close of the month as weather permitted, and several of the outside trades were already in steady employment.

Metal and woodworking.—There was an increase in activity during March in industrial establishments, and a favourable spring and summer season is anticipated.

Printing.—A good month was reported by printers, pressmen, bookbinders, etc.

Clothing.—Customs tailors were becoming generally active on spring orders, garment workers, hat and cap makers and glove makers continued busy.

Leather.—The month compared favourably with February, though there was a quiet tone among tanners, curriers and leather workers generally.

Textile.—Cotton mills reported increasing activity.

Food and tobacco preparation.—Bakers have been quiet during the past two months, home baking having been practised to a consideration extent. Confectioners also were quiet. Cigarmakers in Ontario were affected by the reduction in the number of hotel licenses, which went into effect at certain points; a number were laid off at Toronto in this connection. Tobacco workers had a fair month.

Miscellaneous.—A quiet to fair month was reported by retail clerks, hotel and restaurant employees, etc.

Unskilled labour.—No marked change in conditions occurred during March, as compared with February, spring work having not yet opened up, though there was a gradual resumption of activity. Owing to the extensive railway construction operations, civic improvements, etc., in contemplation it is expected that a few weeks will see the most of the available supply of common labour well absorbed. The return of the men from the winter lumber camps during March increased temporarily the available surplus.

Canadian Trade and Revenue.

Foreign trade.—During February, 1909, the total value of imports entered for consumption was \$23,183,668 compared with \$21,004,733 in February, 1908. The total value of imports entered for consumption for the eleven months ending February 28, 1909, was \$264,260,430 compared with \$328,321,453 in the corresponding period of 1908. The total value of domestic exports during February, 1909, amounted to \$14,235,101 compared with \$14,636,818 in February, 1908. The total value of domestic exports during the eleven months ending February 28, 1909, was \$224,205,610 compared with

\$229,017,841 during the corresponding period of 1908. During the month there was an increase in the exports of the mine, the forests, animals and their produce and manufacturies and a decrease in exports of the fisheries and agriculture. The grand total of Canadian trade for February, 1909, amounted to \$38,088,-827, compared with \$36,474,028 in February, 1908. For the eleven months ending February 28, 1909, the grand total of Canadian trade was \$506,464,674 compared with \$589,755,974 in the corresponding period of 1908.

An opening for Canadian portland cement was reported in Ecuador. Alberta wheat is now being shipped to Mexico via Vancouver, B.C. Openings for Canadian agricultural implements and windmill pumps were reported in Tripoli.

Imperial trade.—A good market was reported by Canadian trade agents in Great Britain for Canadian doors, wooden wheel barrows, broom handles, and wooden skewers in barrels. There is a demand for Canadian oak for wine staves and for furniture in Australia and for Canadian cement in New Zealand. Potatoes are very high in New South Wales Queensland and Canadian potatoes will probably be in demand in those markets. Owing to a ruling of the Australian Department of Trade and Commerce some United States makes of farming and garden implements are prohibited from entering the Commonwealth, on account of being wholly or in part made by prison labour; this will open a market to Canadian goods of this description. An effort is being made to establish an export trade between Natal and Canada for Natal wattle bark for use in the manufacture of leather. The difficulty heretofore has been that of getting convenient steamers sailing from Durban, which has prevented Natal exporters from entering the Canadian market; there is a prospect of this difficulty being removed by arrangements with the Canada-Cape line.

Domestic trade.—The general tendency of retail trade was towards continued quietness. Spring business opened out well in some parts of the country, but in others there was little activity. Sorting orders have been light. The breakup of

the country roads is responsible in part for the prevailing quietness and a general improvement in tone is expected with spring weather. Collections were slow. Fall orders of dry-goods were fair, and there was an increasing demand for iron and steel goods.

The February bank statement showed a decrease of \$4,000,000 in current loans. Deposits have increased very rapidly. The amount of unemployed money is larger than in several years past, and bank profits are affected accordingly. The revival of business, especially in western Canada, is expected to take up the surplus. Bank clearings have recently been exceptionally heavy.

The annual financial statement of six provinces of the Dominion recently announced shew very satisfactory conditions. The provincial government of Nova Scotia announced a surplus of \$86,589 during March. In Ontario a surplus of \$45,838 was reported. The provincial treasurer of Manitoba announced a surplus of \$356,788, and that of Saskatchewan a surplus of \$652,999. In Alberta a surplus of \$69,670 was reported, while the public accounts for British Columbia show a net revenue of \$5,979,-054, an increase of \$1,531,461, collected at an increased expenditure of only \$436,869.

Notes.

An Electrical Association for the Province of Quebec was recently formed at Montreal.

The annual convention of the Canadian National Association of textile workers was held at Montreal.

On March 3 and 4 the seventh annual meeting of the Ontario Provincial Good Road's Association was held at Toronto.

Trappers arriving at Edmonton, Alta., and Selkirk, Man., reported a good catch of fur bearing animals in the northern districts during the past winter.

A public meeting was held, early in March under the auspices of the National Trades and Labour Council of Ottawa, Ont., for the purpose of organizing a co-operative association.

The annual meeting of the Vancouver Employers' Association was held in March.

An increase in membership was reported. Officers were erected as follows:—President, Walter Leek, Esq.; Secretary, A. E. Goodman, Esq.

Mr. G. C. Shepley, K. C., and Mr. Buell have been instructed by the Minister of Justice to appear in the public interest before the Board of Railway Commissioners upon the applications of telephone companies and express companies for approval by the board of the companies' schedules of tolls and rates.

Standing Committees of the House of Commons were struck in the closing week of February on Marine and Fisheries, Mines and Minerals, and Forests, Waterways and Water Powers. These Committees were added to the other standing committees by resolution of the House.

The Workmen's Store Co. Ltd., (Co-operative) of Dominion, C.B., reports sales for the year ending February 22, 1909, amounting to \$62,713.01. Profits during the past 6 months amounted to \$3,624.24, of which 10 per cent. was carried to reserve. The dividend to members amounted to 10 per cent. The membership now numbers 193.

According to the annual report of the Fire Commissioner of Manitoba the number of fires occurring in that Province during 1908 was 364. The distribution of the losses was as follows:

Winnipeg.....	\$208,918
Brandon, including fire at the Asylum.....	6,735
Partage la Prairie.....	14,632
Balance of Province.....	306,796
Total.....	\$537,081

The Ontario Prisoners' Aid Association held its Thirty-fourth Annual Meeting during March. In addressing the meeting, the Honourable the Provincial Secretary stated that the government was proceeding to carry out the erection of a prison at some suitable point where a farm of 400 or 500 acres could be secured. Already offers of 24 or 25 properties had been considered, and an architect instructed to report on the same. An institution in Northern Ontario will also be provided, where the prisoners may be employed in roadmaking.

A deputation representing the provincial committee of the Trades and La-

bour Congress of Canada waited upon the government of Quebec on March 19, and presented a memorial setting forth a number of requests on behalf of the working people of the province as follows:

1. Abolition of the property qualification for municipal office.

2. Abolition of the deposit for candidates in provincial elections.

3. That a greater number of industrial establishments be appointed, especially in the district of Montreal; that these inspectors should be nominated by the Trades and Labour Councils.

4. That the fair wage clause in all contracts should be insisted on by law.

5. That public instruction should be free and obligatory and that school books should be free.

6. As a hygienic measure, that proprietors and tenants should be obliged to take old wall paper off the walls before putting new on.

The government promised consideration of these requests.

An organization has been formed by the working men of Prince Rupert taking in all the trades of that place, namely, miners, carpenters, blacksmiths, tin-smiths, barbers, cooks, cooks' helpers, waiters, rockmen, electricians, bricklayers, stonemasons, stonecutters, painters and unskilled labour, longshoremen, transfer men. The organization will be known as the Prince Rupert Workingmen's Association and has been organized as follows: B. F. Dunseth, president, J. R. Beatty, vice-president; P. Daly, financial secretary; W. J. Blanchfield, warden; John Houston, treasurer. The object of the Association is stated to be to secure for its members a fair rate of wages, the non-employment of Asiatics at Prince Rupert and the establishment of workable agreements with those that employ workmen. The Association is said to have a membership of 300.

The question of the employment of child labour in industrial establishments in the province of Quebec as revealed by the investigations of Mr. Mackenzie King as Commissioner during 1908, was brought up in the provincial legislature

by Mr. Langlois, St. Louis, who gave notice of the following questions:

1. "Has the Government taken cognizance of the following declaration made in Montreal on the 6th August, 1908, during the enquiry into child labour and wages of workmen employed in spinning mills: "The laws governing industrial establishments are within the jurisdiction of the Province and it is also for the Province to prosecute for all violations thereof: but I trust that the companies who are making money out of the sweat of the children will understand the great responsibility attached to them."

2. "Is the Government aware that it was proved at this enquiry that children of eleven years were working in the spinning mills of Hochelaga?"

3. "If so, does the Government intend to take rigorous steps to have the law governing the work of children in factories respected?"

Notice of motion was given in the Ontario Legislature during an address to His Excellency, the governor-general "praying that his excellency will cause to be laid in due course and form before the Parliament of Canada, the desire of this House, that such legislation may be passed by the Parliament of Canada as may be necessary either:"

1. To enable the Province of Ontario to expropriate upon fair and equitable terms all the property within the Province of Ontario, of any person, company or corporation carrying on a telephone business within the Province of Ontario, or in the alternative.

2. To vest in the Legislatures of the several provinces or the Legislature of the Province of Ontario full power and authority to control and regulate within the territorial jurisdiction of each province, or the Province of Ontario all persons, companies, or corporations carrying on a telephone business there in reserving to the Parliament of Canada the control and regulation of inter-provincial business only."

The legislature of the Province of Quebec opened on Tuesday, March 2. In the Speech from the Throne, it was announced that the Government would

pursue a campaign in favour of the improvement of the roads, that a Commission to inquire into and point out the first means of preventing and fighting tuberculosis would be appointed, that a Workmen's Compensation Bill, based on the report of the special commission would be introduced, and that to facilitate the utilization of water powers the Government would ask for the right of expropriation in certain cases. The bonds issued by the Province in 1876 were redeemed at their maturity on November 1, 1908. Three new Normal Schools for girls were opened in 1908, and another will be founded at Hull during the present year. The organization of two technical industrial schools, and of the school of higher commercial studies, subsidized by the government, is being carried on with all possible diligence. Reference was made to the progress of agricultural instruction, colonization and population.

The Dominion Co-operative Association, incorporated in October, 1908 with \$100,000 capital in 20,000 five dollar shares, recently made an assignment to E. R. C. Clarkson. An order for winding up the association was also made by Chief Justice Mulock on the 16th inst., but it was thought advisable to allow proceedings to continue under the assignment as being less expensive. The financial statement presented by the assignee on March 23rd showed liabilities of \$7,000 and assets of \$4,700. An attempt is being made to re-organize the company. The principal causes assigned for the failure are insufficient capital and want of patronage. Only \$7,000—\$8,000 was subscribed much of which was not paid up. Three stores were started one of which was opened only a short time before the failure. It is stated that out of about 900 subscribers only some 290 dealt at the stores. Many of those who would otherwise have done so were in debt to other dealers and could not leave them. Others being out of work or in poor circumstances were obliged to deal where they could get credit. A vigorous campaign against the co-operative movement was carried on by the dealers.

II REPORTS OF LOCAL CORRESPONDENTS

DURING the month of March, Mr. W. Drever was appointed correspondent to the *Labour Gazette* for Guelph, Ont., and district, in the place of Mr. O. R. Wallace, resigned. Mr. Frederick Urry, Port Arthur, Ont., has been appointed correspondent to the *Labour Gazette* for Port Arthur, Ont., and district.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during March were much the same as in February. The settlement between the Dominion Coal and Steel Companies near the last of the month, had a buoyant effect on all the industries of this district and of the Province.

The Steel Industry was active. The coal trade in the Sydney mines district was active, but broken time prevailed at some of the collieries of the Dominion Coal Co. Foundries and factories worked along quietly. Transportation by rail was heavy, and railway business generally was more active than in the last few months. Wholesale and retail trade showed an improvement over February. The building trades were quiet and outside labour was not well employed. Shipping, except from Louisburg, was dull. Great fields of ice are moving along the coast, filling the bays and harbours; it is heavier than for some years back.

The Sydney Steel works had an active month; all departments worked double shifts with the exception of the rod mill, which also would have been double shifted, were it not that the supply of steel is not sufficient to keep the rail and rod mills going day and night. The rail output for January, was 11,000 tons, the total steel output being 22,000 tons. The demand for Sydney steel products is

brisk and the company reports heavy orders for rails on hand.

The Nova Scotia Steel and Coal Company has had a steady winter's work. The iron and steel plants are running at full capacity, and it looks as if they would continue to do so for some time. The first three months of 1908 were busier than the first three months of 1909, as is shown in the comparative statement below:

Coke:	1908	1909
January.....	3,967	7,862
February.....	6,284	6,889
March.....	8,065	7,000

Iron:		
January.....	2,860	5,028
February.....	5,687	4,107
March.....	5,991	5,940

Steel:		
January.....	4,726	6,432
February.....	5,355	4,168
March.....	7,342	6,500

Coal:		
January.....	55,973	57,076
February.....	50,759	55,667
March.....	57,389	63,000 Approx.

Coal in bank:	
End, March...	37,700 93,700

The Dominion Collieries showed decreased outputs for March, but it is expected that April will be a busy month, and continued activity will prevail until the end of the shipping season. Coal is still being banked, and the coal heaps are increasing in bulk with each days output.

The total production of coal in Nova Scotia for 1908 amounted to 6,299,282 tons. Of this amount 4,959,101 tons were raised in Cape Breton. The Dominion Coal Co., produced 3,816,958 tons, considerably over half the Provincial output; The Nova Scotia Steel and Coal Co., Sydney Mines, 662,350 tons; the Sydney Coal Co., 4,801 tons; McKay Mining Co., 13,360; North Atlantic Collieries, 58,777; Port Hood Coal

Co., 99,700; Inverness Ry. and Coal Co., 283,704; Mabou and Gulf Co., 19,250.

The Inverness Collieries were active. A new shaft was put down to an eight-foot seam by the North Atlantic Coal Co. Another shaft will be put down to the same seam by this Company. When this shaft is in operation it will bring a revival of the coal industry to the town of Port Morien.

The Sydney Technical schools have had an average attendance of 100 members during the winter. Classes were held four nights in the week. The subjects taught are arithmetic, drawing, electricity, chemistry for steel-workers, chemistry for druggists, practical geometry, algebra and trigonometry. The school is splendidly equipped with electrical machinery and measuring instruments, and has a good equipment for chemistry and drawing. Sydney is naturally proud of its technical school, and a committee has been formed to place the advantages of this instruction (which is practically free,) before the workers of the different industries in the city, with the view of largely increasing the membership.

A Board of Conciliation was granted the U.M.W., of America against the Dominion Coal Co., for alleged discrimination against workmen who become members of their organization. Judge Wallace is Chairman of the Board, Daniel McDougall represents the Union, and G. H. Campbell the Company. Both the chairman and the company's representative were appointed by the government.

The various skilled trades were well employed during March, with unskilled labour in fair demand.

WESTVILLE, N.S., AND DISTRICT.

Mr. Thos. Hale, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

All the collieries in Westville and district reported a decrease in the volume of shipments during February, the total

decrease for the whole province amounting to 110,000 tons compared with February, 1908. The Westville collieries worked steadily for the whole month, but there were idle days at some of the collieries in the district. The Drummond collieries worked 23 days, with a total decrease in output amounting to 2,000 tons; the Acadia colliery, Westville, worked 22½ days. The decrease for the whole of the Acadia collieries combined was about 6,000 tons. There was also a decrease during the month at the Cumberland colliery amounting to about 8,000 tons. All other industries in the district were working fairly steadily, and in some instance very busy conditions prevailed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farming generally was quiet; at present winter weather prevails and the farmers are employed on work incidental to that season. Produce meets with ready sale at good prices.

Lumbering.—The lumbering industry was brisk, and a good average cut was reported.

Manufacturing.—Industrial establishments, were doing a satisfactory business.

Mining.—There was slack time at most of the collieries during the month. It is reported that the Marsh mine, situated between New Glasgow and Thorburn is to be closed down indefinitely. On Thursday the 18th instant there was an ignition of gas at No. 1. Allan shaft, Stellarton, caused by a spark flying from a blow of a miner's pick, the fire was put out without much damage being done. Outside industries were somewhat quiet.

CONDITION OF PARTICULAR TRADES.

Quiet to fair conditions prevailed in the building trades, and fair in the metal, engineering and shipbuilding trades. The woodworking trades were somewhat quiet, but fair conditions prevailed in all the other trades. There was very little demand for unskilled labour.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market for March showed an improvement over the previous month, and was about the same as that of the corresponding month of 1908. While building and repairing operations were comparatively quiet, still the average amount of work was done on the larger contracts. During the month there have been several permits taken out, some of which amounted to upwards of \$25,000, with prospects of others to follow. The work on the waterfront has been very active at times, owing to the heavy arrivals of freight by ocean liners, while shipments of deals, have been in excess of those of 1908. Continued shipments are being made to Mexico, one steamer taking 34,000 bushels of barley, 10,000 bushels of wheat, 7,000 bushels of oats and 5,000 barrels of potatoes.

The Royal Commission to enquire into the feasibility of the 8-hour day began its sittings here on March 18, and held several sessions hearing evidence of employers and employees. A meeting of the directors of the different charitable institutions was held here early in the month, and recommended several amendments to the Children's Protection Act, the chief one being that the government be asked to pass an Act governing child labour whereby the maximum hours of labour be eight hours per day during five days of the week, with a half holiday on Saturday.

The Provincial Secretary's report for the year ending September 30, 1908, shows that 77 companies were incorporated, bringing the total to 495. The number of joint stock companies registered was 631 against 593 for previous year; this is the largest number registered in any year since the Act passed. Seven more stations of the Fishermen's Union were incorporated, making a total of 27. The new stations are:

- No. 21—Herring Cove, Halifax Co.
- No. 22—Ketch Harbour, Halifax Co.
- No. 23—Sambro, Halifax Co.
- No. 24—Indian Harbour, Halifax Co.
- No. 25—West Berlin, Queens Co.
- No. 26—Long Point, Inverness Co.
- No. 27—Canso, Guysboro Co.

Two companies were incorporated under the provisions of Act passed in 1908: "The Act to facilitate the incorporation of Farmers Fruit, Produce and Warehouse Association," viz.:

The Laurie Fruit Growers Union, Ltd., head office, Middleton, Annapolis Co., Capital \$26,000, 2,600 shares; the Annapolis Valley Fruit and Produce Co., Ltd., head office, Lawrencetown, Annapolis Co., capital, \$5,000; 50 shares.

The Provincial Government introduced a bill on March 1, entitled: "An Act to establish a Board of Public Utility Commissioners." The bill contains 20 sections.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The Agricultural Report of Nova Scotia for 1908 is a most comprehensive one, and shows the year to have been the best all round year in recollection of the Secretary of the department. With the exception of hay, prices of all farming products have continued high, and farmers have had no difficulty in disposing of everything they could raise. The fruit yield was not only large, but the quality was superior. The prices obtained for early fruit were lowest for years, owing to the large crop of fruit in Great Britain, but after December 1, prices went up until they reached as high a figure as any previous year. During the year there were 214 meetings for instruction to farmers held (the meetings being addressed by representatives from the staff of the Department of Agriculture, Ottawa, from the Provincial College staff and a number of successful farmers of the province.) The utmost enthusiasm and interest were evinced, and the total attendance was 13,523. Following is a table of farm products for the year 1908:

Crop.	Acreage.	Yield per Acre.	Total.	Percentage Yield Compared with 1907.	Percentage Yield Compared with Average.
	Acres.	Tons.	Tons.		
Hay.....	640,000	1.6	1,024,000	110	99
	Acres.	Bus.	Bus.		
Oats.....	135,000	30	4,050,000	95	95
Wheat.....	20,600	20	412,000	85	81
Barley.....	9,700	23	223,100	95	90
Buckwheat.....	18,000	31	558,000	98	97
Beans.....	3,100	18	55,800	94	96
Peas.....	1,500	19	28,500	94	96
Potatoes.....	44,000	200	8,800,000	100	110
Turnips, Mangles and Carrots.....	18,000	475	8,550,000	85	91
	Acres.	Tons.	Tons.		
Forage Crops and Fodder Corn.....	3,000	10	30,000		

Apples for home and foreign consumption 625,000 barrels.

Fishing was quiet; weather conditions were more favourable than in February, but the catches by local fishermen were small. Prices ranged about the same as in the previous month.

Lumbering and manufacturing were about normal.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were quiet. Carpenters were quiet; about 50 hands being employed. Lathers and plasterers were dull. Painters were dull until the middle of the month, when trade improved. About 35 per cent. of stonecutters were employed. Electrical workers had a fair month. Machinists were working short time, with about 85 per cent. employed. Boilermakers had a fair month the best for some time. Blacksmiths and horseshoers had a fair month. Coopers were employed to extent of 65 per cent. Sheet metal workers reported about 35 employed; 15 idle. Printers, pressmen and book-binders had a good month. In the clothing trades, both ready-made and custom lines had a fair month, with better prospects for all with improved weather. Butchers and meat cutters had a good month. Barbers were well employed. Railway Station clerks were all employed. Street railway hands had a good month. Maintenance of Ways employees had a fair

month. Car men had a good month; all hands working full time. Among longshoremen, about 70 per cent. were employed. Unskilled labourers reported about 40 per cent. employed.

AMHERST, N.S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of March saw a continued improvement in the labour market. All the industries of the town had resumed operations and were working full time. There were probably two hundred men who had been working "part" time for some months, drawing full pay this month, but the local market is still more than able to meet the demand.

The Maritime Gypsum Co., which owns a property at Amherst Point, has announced its intention of resuming operations at once, and has a few men employed preparing for the summer work. This company has not operated its plaster quarries since 1907.

The Robb Engineering Company held its annual meeting during the month and for the first year in its history reported

a deficit. More orders are now on hand, however, than for two years past, and the company is looking forward to improved conditions this year.

The outlook for building for the coming summer is very unfavourable.

Wholesalers report continued improvement in trade, with payments well met.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were quiet. Prices for farm produce continued high, except in the case of hay, for which there was little demand.

Fishing.—There was no work except that of preparing for the opening of the lobster season.

Lumbering.—A remarkable renewal of the lumber trade took place during the month. Prices improved, and the demand increased. The cut for the month was far in advance of what was anticipated.

Mining.—Work at the smaller mines has been very dull. The Steatbeam mine has remained shut down for the whole month. The Minudie mine has only worked a portion of the time. At Springhill, and at the Maritime Coal Company's Mines the orders have been sufficient to keep the usual force of men employed.

CONDITION OF PARTICULAR TRADES.

Work has been very dull in all lines of building. Moulders and machinists reported a decided improvement during the month and many who have been working first time for the past five months are now steadily employed. Woodworkers in general have been fairly well employed considering the season. Car makers were very busy. Printers reported a dull month. Tailors and garment workers reported work dull but improving towards the end of the month. Boot and shoe workers were very busy. Among the leather trades, a fairly busy month was reported. Furriers were fairly active during March. Among unskilled labourers many were out of employment, but the renewal of the lumbering industry somewhat improved conditions.

CHARLOTTETOWN, P. E. I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during March, showed little change from February, the supply on the whole being somewhat in excess of the demand. There was considerable activity among lobster fishermen, who were preparing for the opening of the season next month, and among vessel owners who were getting ready for spring. There was not much work on outside building and indoor work was conducted under normal conditions. Wholesale and retail trade was about as usual, but the holding up of the winter steamers for four days in the latter part of the month, interfered with trade.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Normal conditions prevailed during the month. The break-up of the roads during the last week, interfered with general work.

Fishing.—With the exception of preparations for the opening of the season, there was little change to note in the situation. In the legislature resolutions were passed asking for the shortening of the lobster season, and for the appointing of a commission to regulate and control the fisheries.

Manufacturing.—The few factories in this province were carried on with supply and demand well balanced.

Railroad construction and employment.—The installation of electrical power in the new shops was the principal feature of the month.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons had a dull month. Carpenters and joiners, lathers and plasterers, painters, decorators and paper hangers were active. Plumbers, gas and steam fitters, and stone cutters

were active. Builders labourers had a dull month. The other skilled trades were active. Steamboatmen, longshoremen and unskilled labourers were dull.

MONCTON, N. B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market throughout March presented but little change from February. The weather remaining cold and backward prevented outdoor work. Local manufacturing concerns continued operations under normal conditions. Lumbering showed some additional activity. Painters, decorators, tailors and milliners, were active. Trade, wholesale and retail, remained quiet, but somewhat improved over February. The annual report of the factory inspector shows that a number of factories were enlarged and that among new factories were three large sawmills and a pulp mill at Millerton. Thirty accidents were reported, one fatal, and no boiler explosions or elevator accidents. But few cases of child labour were found. A new transfer table operated by electricity has been erected for placing cars in the passenger car repair and paint shops. Work began in those shops March 22nd. On March 14th, the Macdonald Consolidated School building valued at \$25,000 was totally destroyed by fire. On March 1st, the I.C.R. mechanics began working 10 hours per day instead of 8 hours. No other changes in hours of labour were noticed. Wages remained the same, and there were no cases of friction between employers and employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Conditions remained quiet. The sugar making season had not commenced. Hay was plentiful and the demand small at \$7. to \$9. per ton. Potatoes were 40c. to 50c. per bushel; turnips same; eggs 20c to 22c.. The 33rd annual session of the Farmers and

Dairymen's Association convened at Fredericton on March 17th. The Senate of the University of N.B., is considering the proposition of establishing a chair of Agriculture.

Fishing.—Quietness prevailed.

Lumbering. — Prices are growing stronger. This has caused an increase of activity in lumbering circles. The seasons cut will be larger than at first anticipated, a favourable winter for operating being one cause. The total cut on the Miramichi waters is about 45 million feet. Messrs Robinson cut 5 millions at Shulie; Hickman 3 millions in Richibucto; and Sackville operators about 2 millions. Smaller operators are busy with portable mills manufacturing their cut.

Mining.—Promising copper ore deposits have been struck at Beresford Gloucester Co., and coal deposits at St. Isidore in the same county.

Railroad construction and employment.—Estimates for construction work upon the Grand Trunk Pacific for February totaled \$316,769 being slightly below that of previous months. Contractors will increase their forces as soon as spring opens. But little work has been done on the International Railway this winter. Twenty-five miles of grading remains to be done, and about 1,500 men will be required when the season opens.

CONDITION OF PARTICULAR TRADES.

Building.—Conditions remained quiet and the demand for carpenter and other mechanics small. Painters, decorators and paper hangers reported active conditions. Plumbers were quiet and builders' labourers in small demand.

Metal engineering and shipbuilding.—No material change in conditions was reported. Work was good for the season and resident operatives were about all employed.

Woodworking and furnishing.—Employees of woodworking factories were active preparing stock in anticipation of summer orders. Large staffs and full time prevailed in all local factories.

Printing and allied.—Active conditions prevailed in the various lines. Work was steady and the demand good.

Clothing.—Increasing activity is developing among tailors and milliners. Garment workers and milliners' helpers were in good demand.

Food and tobacco preparation.—Bakers continued active, with butchers fair and other lines quiet.

Leather.—Quietness prevailed.

Miscellaneous.—Barbers were moderately active and clerks and stenographers had an average month. Hotel, restaurant and theatre employees were normal, and laundry workers active.

Transport.—Railway transportation showed some activity and trainmen made better time than in February. Conditions were hardly up to last season. Draymen, teamsters and express men were busy.

Unskilled labour.—There was but little demand for this class of labour. Local unskilled labour reported conditions fair for the season. Cases of destitution were rare and the outlook for the coming season good.

DISTRICT NOTES.

Sackville.—The stove plant of the Enterprise Foundry Co., destroyed by fire on July 29, 08 has been rebuilt on a large and improved scale and is ready for opening. The buildings are of brick, one storey arranged in a hollow-square covering $1\frac{1}{2}$ acres of ground. Floors are concrete and as far as possible fire-proof and equipped with modern and labour saving machinery. Over half a million bricks and 1,000 tons of stone were used in the construction.

Shediac.—Houses are in demand and there is a probability of considerable building.

ST. JOHN, N. B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued to improve during March, though very little building was being carried on. The prospects are, however, that a number

of new buildings will be erected during the coming summer, as the Royal Hotel proprietors are to erect a large addition, and Messrs. Emerson and Fisher are to build a brick addition. Several of the mills have started sawing after having been closed down for the winter. The Portland Rolling Mills Company started one mill recently, giving employment to about one-quarter of the number of men employed when the plant is running to full capacity. The Daily Standard made its appearance March 25. It is a four page paper, seven columns to a page, and the company has installed a plant of its own. The Bank of New Brunswick has purchased a property on Queen street, Fredericton, and will erect a new building thereon. The Bank has opened a sub-branch at Petitcodiac.

Cargoes for eighty steamships have been filed at the Custom House up to March 27. These vessels took away Canadian goods valued at \$12,262,582 and foreign goods valued at \$5,131,006 making a total of \$17,393,588. The same number of steamers last year carried away goods valued at \$16,909,651 showing an increase of valuation for the present season of \$483,937. The live stock shipped so far consists of 1,812 head of cattle 149 sheep, and 53 horses.

Bank clearings for the three weeks ending March 25 were \$3,515,349 and for the corresponding period last year \$3,238,146 being \$257,203 greater in 1909 than in 1908, and \$1,163,768 less than for the four weeks ending February 25th, of the current year. The transactions at the St. John branch of the Savings Bank during the month of February were: Deposits, \$46,729.34; withdrawals, \$49,737.40; For the four weeks ending March 19, the city cashier paid out the sum of \$16,371.68 to the officials and workmen employed by the city, as follows: Ferry, \$1,431.64; police \$2,426.00; market, \$185.20; public works, \$5,815.71; fire and salvage corps, \$1,811.66; officials, \$2,934.90; taken and sewerage, \$1,766.57.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers of the Upper St. John river counties are reaping

a harvest as the result of the high prices asked for potatoes by the Maine farmers. In Aroostook County they are asking \$2. per barrel and Boston buyers are over in Carleton, Victoria and York counties, paying from \$1.20 to \$1.30 for potatoes. During the season of 1907-1908 the potato shipments from Carleton, Victoria and York counties amounted to about 600,000 bushels. These shipments were made to Ontario and Quebec. This season up to December 1908, the C. P. R.'s shipments from the same territory to Ontario and Quebec amounted to considerably over 1,000,000 bushels. When the complete returns are made up they will likely show at least 2,000,000 bushels shipped from that territory during the entire season.

Lumbering.—The lumber cut on the Nashwaak this year will amount to about 15,000,000 feet. There will be about 2,000,000 feet of old lumber, held over from last year, to come down with the cut of this year, making a total drive of about 17,000,000.

Railroad construction.—It is expected that during the coming summer the C. P. R., will improve the line between McAdam and Aroostook Junction which is to become a divisional point.

CONDITION OF PARTICULAR TRADES.

Painters and plumbers were active; the other building trades were dull. The metal trades were active, except among boilermakers, who were dull. Woodworkers were active, but shingle weavers were dull. The printing, clothing and food and tobacco preparation trades were active to busy. Railway employees were active, and steamboatmen and long-shoremen busy. Unskilled labour was dull.

DISTRICT NOTES.

Fredericton.—The Farmers and Dairy-men's Association held its annual convention here, opening on March 17. On March 18, J. Moore, government seed inspector, gave a practical talk on the selection of seeds. The association passed resolutions favouring the St. John Valley Railroad, the export duty on pulp wood, increased agricultural education and the

repatriation of Canadians now living in the United States. Captain Jennings, of the Salvation Army, and Superintendent Wilmot, of the immigration department, of the government, made addresses on immigration.

Grand Falls.—The contract for the construction work involved in the hydro-electric development of the Grand Falls Power Company on the St. John River at Grand Falls has been placed in the hands of the Frank B. Gilbreth organization of New York. This plant will generate 100,000 horse power in electric current, which will be furnished to the various towns throughout New Brunswick. The work involves, among other features, the construction of a number of shafts in rock excavation 130 feet deep, a power chamber 30 feet by 260 feet and 130 feet deep, and a trail race tunnel 28 feet in diameter and 2,400 feet long, a power house 350 feet long and 260 feet wide. The intake shafts will be nine in number and 12 feet in diameter, 130 feet deep. The falls and water power on the St. John river at this point is the largest in Eastern Canada and its development will result in the establishment of a large number of manufacturing enterprises. The total head developed will be 136 feet. Numerous auxiliary works, sub-stations and long distance transmission lines will be erected.

Sackville.—The Town Council has voted to pay the members of the fire company 50 cents per hour when on duty at a fire and 25 cents per hour when practising, the chief and deputy chief to receive also \$15. and \$10. per annum respectively. Additional fire alarms are being put in, and a movement is on foot to establish a central alarm.

Sussex.—H. H. Dryden, Limited, have gone into liquidation. The company has been carrying on an extensive tin-ware manufacturing business.

NEWCASTLE, N.B., AND DISTRICT.

Mr. J. Falconer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of March was very quiet as is generally the case at this season of the

year. Work in the lumber woods was completed. The outlook is for a brisk summer as business generally is looking brighter.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work was almost at a standstill, there being plenty of snow yet. Farmers have nearly finished their winter work. The annual Seed Fair under the auspices of the Northumberland County Agricultural Society was held in Chatham on March 27.

Fishing.—Conditions were rather quiet, but a good business was done, as were good prices offered. Nearly all shipments were to the United States.

Lumbering.—Operations were about closed for the present; the driving of logs will not be begun for a while.

CONDITION OF PARTICULAR TRADES.

The building trades were entering upon their busy season. There will be considerable work going on this summer. A contract has been let for an addition to the Harkance Academy, to cost about \$40,000. Tenders have been asked for changes in the Presbyterian church, to cost about \$3,000. A new Sunday school house is also to be built, to cost about \$5,000, besides a number of private houses. Carriage and wagon makers were very busy preparing for the summer trade. Wages in that line range as high as \$2.50 per day for skilled workmen. Tailors were busy on spring work. Ice cutters have completed their season; the ice is of excellent quality. Steamboat men were busy repairing and painting for the opening of navigation. The supply of unskilled labour was much greater than the demand; this will last for some time yet.

QUEBEC, QUE., AND DISTRICT.*

Messrs. P. J. Jobin and E. Little, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions remained dull, a

large number of unskilled workmen being still out of work.

A misunderstanding occurred in one of the shoe factories, the leather cutters stopping work owing to their objection to one of the employees.

Painters are requesting 25 cents per hour and a nine hour working day; their present rate is 22½ cents per hour.

Manufacturing establishments became more active, particularly corset and paper box factories. The opening of the provincial legislature increased trade for hotels, hackmen, etc.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were dull and market prices downward, particularly in the case of butter and eggs, the former selling at from 20 to 24 cents per pound, and the latter at from 24 to 25 cents per dozen.

Lumbering.—The cut has been completed and will be slightly smaller than last year. Conditions in the early part of the winter were very favourable, but heavy snowstorms in February and March impeded operations.

CONDITION OF PARTICULAR TRADES.

Painters were active, but nearly all the other branches of the building trades were quiet. The metal and engineering group had a busy month. Electric workers and linemen were busy repairing damages caused by snowstorms. The woodworking trades were active, as were also the printing, clothing and food and tobacco branches. The ice harvesting season has closed. Transportation branches were somewhat quiet. Steamboat men were busy overhauling and refitting for the opening of navigation. The supply of unskilled labour was still in excess of the demand.

SHERBROOKE, QUE., AND DISTRICT.

Mr. Henry Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

With the advent of spring there was a return to activity such as existed pre-

* In the February issue of the *Labour Gazette* it was stated that the gravel mill at Etchemin had closed down. This should have read, the "A. Gravel planing mill, etc.

vious to 1908. With but one or two exceptions all manufacturing and other industries in Sherbrooke and vicinity are now running full time. A resume of interviews had with the heads of the various concerns warrants an optimistic view of the industrial situation. Mr. A. M. Sangster, Manager of the Canadian Rand Co., stated that the general condition of business was very good. The company was rushed with orders for the Gowganda mining district, so that the machinery could be hauled in before the snow went away. Conditions were now as good as before the depression. Previous to that the company was chiefly engaged with construction work and from 380 to 390 hands were employed. That was abnormal. It was now running full time, with a good outlook. At present 275 were on the pay roll.

The manager of the Canadian Fairbanks Co., which recently started operations here, thought the prospects very good. It took on extra men during the month, and 76 men are now employed. The company had orders which would keep it going for some time even if no more were booked. Owing to the shortage of patterns it had to bring a large quantity of scales from St. Johnsbury, Vt. These could have been made here, but as soon as the pattern difficulty is overcome more men will be taken on. The question of enlarging its plant is under consideration, and may be proceeded with this spring.

Mr. S. W. Jenckes, Manager of the Jenckes Machine Co., said that so far as *their* various lines were concerned, business was quiet, and not up to the level existing previous to the depression. The situation, however, was gradually improving, but he did not look for business to assume normal conditions before 1910.

Mr. A. W. Blue, of Walter Blue and Co., looks forward to the best spring trade they ever had. They were running full time, and employing 250 hands.

The Peerless Jewellery factory is running five days a week, and employs 40 hands. The question of securing skilled help is a difficult proposition.

Conditions at the Paton Mills are better than for the past two years. The

plant is running full time and 500 hands are employed. The prospects for the next six months are very bright.

The woodworking shops are running full time, and a busy summer is anticipated.

The cigar manufacturers, carriage makers, bobbin makers, iron makers all speak hopefully of the future and are all running full time.

The Canadian Pacific Railway Company will spend over \$100,000 on a new station, round house, and extension of yards here. Work will be commenced at once.

Several large business blocks will be erected on Wellington Street, and many new dwellings will be erected, so that the building trade will be fully occupied during the coming season.

A structural steel concern will erect a plant here this spring. The company will start with about forty hands.

The light committee has prepared a schedule of rates for the consideration of the city council. If the schedule is adopted it will mean a reduction of about five per cent. to householders.

A session of the Railway Commission was held here during the month, when the question of the danger and delay caused by shunting operations at the King Street crossing was discussed. The Board will report later. The Commission also went to Lennoxville to hear evidence relating to the crossing at College street in that village. Gates were ordered to be erected, the cost of looking after them will be borne by the town of Lennoxville, the C.P.R., B. & M., and G.T.R.

The Sherbrooke Jewellery Company has been organized, and the work of installing machinery commenced.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have not yet commenced spring work, but many are engaged in the sugar bushes. There is a good demand for farm help, and an agitation is in progress to have the government appoint an agent to be stationed at Quebec for the purpose of securing help for the Eastern Townships.

Lumbering.—Operations are over in the woods, and the "drives" are all

ready to be sent down as soon as the ice goes out.

Manufacturing.—Industries are all running full time, with orders ahead.

Mining.—Operations will start just as soon as the snow goes away.

Railroad construction.—The Orford Mountain Railway Co., will extend the line from Windsor Mills to Bromptonville this spring, and will give employment to a large number of men. The yards at the C.P.R., station will be extended, and several new tracks will be laid.

CONDITION OF PARTICULAR TRADES.

The building trade was quiet during March, but there will be a good demand for men as soon as the season opens.

The metal and engineering trades were active, all shops running full time.

The woodworking trade was busy, as were carriage makers.

The printing trade was busy.

Journeyman tailors and garment workers were busy. Glove makers were quiet.

Bakers and confectioners were active, and ice cutters and cigar makers busy.

Miscellaneous workers were active.

Railway men were active, and teamsters, etc. busy.

Unskilled labour was in good demand.

DISTRICT NOTES.

Coaticook.—Contractors and builders are looking for a busy season, several houses being already started and in contemplation.

Windsor Mills.—The Hamilton Powder Co., in the twenty-four days of February manufactured 19,988 kegs of powder and, they are at present installing a plant for manufacturing metal kegs, the kegs heretofore having been made of wood. At present there are sixty-one men employed.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market was rather quiet, but during the last

week of the month a little more activity occurred in the building trade. Factories were all working steadily. In the last week of the month more activity was apparent in almost every line of business. Maple syrup has made its first appearance on the market. Wholesale and retail trade has been about as good as in March, 1908.

Rates of wages, have been the same as in previous months. No strikes or lockouts occurred.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been hauling cord wood and boulders for the first three weeks, and have been busy making maple syrup and sugar for the last week.

Fishing has been dull.

Lumbering.—has been busy.

Railroad construction has been rather dull.

Manufacturing.—The Wabasso Cotton Mills ran steadily, and the sash and door factories were very busy.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons had a poor month, but have started work lately.

Carpenters have had a fairly busy month, but lathers and plasterers did not have much to do. Painters, plumbers, gas and steam fitters were active. Stone cutters and builders' labourers had not much to do. Iron moulders, iron workers and helpers, machinists and engineers, had a rather dull month. Electrical workers were fairly busy. Linemen were quiet.

Blacksmiths were well employed. Shipbuilders did not have much to do except repairs on Boat Wintering on the St. Maurice River. Sheet metal-workers had not much work this month. Horseshoers were rather busy, Jewelers and watch case makers report a fairly good month.

Wood workers in general had a fair month; those working at sash and door factories were very busy. The printing and allied trades were not very busy. Tailors and garment workers were fairly

busy. Glove makers reported a good month and boot and shoe workers were busy part of the time. Bakers and confectioners, butchers and meat cutters had a quiet month.

Ice cutters and drivers were busy the first half of the month. Cigar makers and tobacco workers were fairly busy. The leather trades were quiet. Barbers were fairly active. Clerks were busy. Delivery employees and hotel and restaurant employees were well employed but furriers did not have much to do. Transport employees reported a rather dull month. Unskilled labour was quiet.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market was favourable during March. The building trades were still quiet, although a busier season than last year is anticipated, several new buildings being projected and a number being already commenced. The supply of labour, however, was equal to the demand. Work on the new Grand Trunk Railway bridge advanced rapidly giving employment to large numbers of men. It is expected that this bridge would be completed about the middle of April. Woodworking establishments were active. The metal trades had a good month. In the boot and shoe factories there was slightly less activity than in February; stock taking will commence towards the middle of April and manufacturers are hastening to fill orders on hand. In the leather industry activity was well maintained and the outlook is bright. The woolen factories, corset, and women's apparel factories had an active month. Wholesale and retail trade reported a fairly active month. Banks reported a good month, collections being easy. There were no changes in hours of labour or wages, and amicable relations

continued between employers and employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The principal employment during March was the marketing of produce. The price of meats has risen, while those for dairy produce showed a downward tendency. Work commenced in preparation for the maple sugar crop. Farm labour was becoming active but the demand for help was as yet limited.

CONDITION OF PARTICULAR TRADES.

Painters, plumbers, gas and steam fitters were well employed, but activity had not yet begun in the other building trades. The clothing trades had an excellent month. Cigarmakers were quiet but butchers, bakers and confectioners had a good month. Activity was reported in the leather trades. The miscellaneous group was well employed. As a whole the transport trades reported a fair month. Activity has commenced among the unskilled trades and there were few unemployed, though the supply was equal to the demand.

ST. JOHNS, IBERVILLE AND DISTRICT.

Mr. A. D. Pepin, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR MARKET.

The building trades were fairly busy carpenters being well employed. Bricklayers and masons reported a fair month. A large number of unskilled labourers have been idle since the destruction of a foundry and a machine shop in February last, the burning of a straw goods factory, a newspaper office and a wax candle factory belonging to the same owner in March. The loss in this latter fire was \$100,000 with \$25,000 insurance, leaving 130 hands without employment. Immediate re-building is spoken of. The municipal council was about completing arrangements with a Boston company to

establish a boot and shoe factory in St. Johns. The engineers of the Canadian Pacific Railway were taking soundings in the Richelieu river for the purpose of erecting an iron and cement bridge, in connection with the laying of a double track from Montreal to Farnham. This will give plenty of work to St. John. The government will continue the harbour improvements. It was stated that an American anthracite company was considering the establishment of a coal distribution centre for the province of Quebec. In the annual report of the Hon. Charles Deal, United States Consul at St. Johns, addressed to the Assistant Secretary of State at Washington, the following concerning St. John appears:

"The development of this town which was very considerable during the period from 1906 to 1907, was somewhat less in 1908, as in other portions of Canada, but the outlook is for a renewal of activity, and prospects for the future in commerce and industry are excellent."

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farm products sold very well.

Manufacturing.—The Singer Sewing Machine Company dismissed 178 of its hands in February for an indeterminate period owing to want of orders. The Dupuis and Latour sash and door factory was very active, with a full staff of men. The drain pipe and pottery works were active. The Corticelli silk factory was busy, but the agricultural implement factory was quiet. The municipality of Iberville gave out a contract for the erection and fitting out of a hydraulic plant so as to light its streets and private houses independently of St. Johns.

CONDITION OF PARTICULAR INDUSTRIES

Bricklayers and masons were dull, but carpenters were fairly well employed. Lathers and plasterers were quiet as were also painters, plumbers and gas and steam fitters. There was little demand for stonecutters; business was quiet owing to the heavy snowfall in the quarries. Electrical workers were active repairing damages caused by the late storm. The printing trades had a good month, but the clothing trades were

quiet. Butchers and meat cutters were busy and ice handlers had a busy month. Barbers were fairly well employed; the other miscellaneous trades were active. Railway employees were very busy. Freight-handlers had as much work as they could do. Carters were very busy for the season. Teamsters and expressmen were very busy.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

March was more favourable than February in the labour market, conditions having improved, especially in the building trades. The prospect for April is exceptionally good; spring work will be resumed very actively. Industrial establishments were active, preparing for spring, many of them having increased their staffs. During February, 120 building permits were granted.

CONDITION OF PARTICULAR TRADES.

Carpenters, painters, plumbers and steamfitters were active. Plasterers were fairly busy, but bricklayers and masons were dull. Electrical workers were fairly busy, and the other branches of the metal trades were active. Activity prevailed in the woodworking, food and tobacco preparation, and transport trades. The printing trades were well employed, while the clothing trades were busy. The leather trades were fairly active. Barbers were busy; the other miscellaneous trades were active. Unskilled labour was dull.

MONTREAL, QUE., AND DISTRICT

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of March was not very active and the demand for labour was small. The

outlook for April, however, is bright taking into consideration the number of building permits issued in January, February and March. Operations were delayed by the ice and snow. General business was not yet active.

During March there was a large increase in activity in the building trades, the following table showing the number and value of permits issued during March, 1909, as compared with March, 1908:—

	1909 Value.	1908. Value.
New	\$293,400	\$137,568
Repairs	92,875	60,115
Total	\$376,275	\$197,683
Increase during, 1909	\$145,832	

During the month of March the Customs' receipts on imports in the port of Montreal, for the first time since the month of December 1907, have shown an increase over the corresponding month of the previous year. There was an increase during March, 1909, of \$175,711.71 in these receipts. The following table shows clearing house returns for the months of March, 1906, 1907, 1908 and 1909.

Year.	Amount.
1906.....	\$119,615,094
1907.....	125,041,649
1908.....	108,282,582
1909.....	131,587,374

The increase for March over the preceding months of the year was \$6,500,000 and over \$23,000,000 compared with March, 1908.

CONDITION OF LOCAL INDUSTRIES.

Manufactures.—Rubber factories were very busy and other factories fairly busy.

CONDITION OF PARTICULAR TRADES.

The building trades were dull. Iron workers, stove mounters, boilermakers and tool sharpeners were quiet; the other metal trades were fairly well em-

ployed. Carriage makers were active; other woodworkers were busy. The printing, clothing, leather and transport trades were busy. Ice handlers were quiet. Miscellaneous trades were busy. Unskilled labour was dull.

HULL, QUE., AND DISTRICT.

Mr. Rod. Laferriere, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

While conditions in the labour market in and around Hull in March, were not altogether unfavourable, they have been quiet. The outlook is improving as spring gets nearer. The Eddy Company were putting on a full complement of hands, but the breaking up of the shanties brought down several hundred men from the bush, which increased the number of unemployed already great. Better wages, however, are being offered to logdrivers, to common labourers, and the number of contracts for new buildings in the city is large. The charities, public and private, have had no more cases of need to attend to than in the past. Savings in local banks as well as in the Post Office are just about the same as last year at the same time. Bankers stated that there was a slight excess of withdrawals in January and February as compared with the two corresponding months in 1908, but that March set balances right again. Current deposits are 80 per cent. better than last year, and good balances are in bank to meet the 4th of April.

That wages offered for log drivers are higher than customary, is thought to be in anticipation of the difficulties which will be offered by the expected low water. No rush of water is expected on account of the steady melting away of the snow in March, which will likely interfere with the drives later in the spring. Others see in this increase a new evidence of renewed activity in the lumber market. Wages are \$2.25 as compared with \$1.75 and \$2.00 last year.

Rents have advanced at the rate of \$2.00 per month.

The Cement works have undergone extensive repairs for the busy season. The added capacity afforded by the new extensions will mean the employment of about 50 more men, making about 300 all told, and the production will be 3,000 barrels per 24 hours instead of 2,200.

Three new barges are being built at the Ottawa Transportation Company's docks in Hull. This means an expenditure of about \$15,000, and steady work to a squad of expert carpenters. Repairs to the Blue fleet of 65 barges and 8 tugs are also employing the usual staff of 40 men.

Gilmour and Hughson's sawmills are in readiness to start as early as possible. A new sash and door factory has been established.

The building trades are looking forward to a busy season, in Hull and Ottawa, where local contractors have secured several contracts. In Hull an opera house will be built at a cost of \$20,000, an extension to St. Stephen school will mean an outlay of \$5,000, while the finishing up of the Normal school will add to the city's already large list of exempted buildings another \$70,000 edifice. Numerous dwellings are already building and more will be in course of construction this month. Every stone quarry has been working full time and the amount of building stone extracted and dumped is evidence of good times ahead.

Messrs. Fortin and Gravelle have returned from their camps at the height of lands where they are building a section of the transcontinental railway. They report good progress under favourable conditions.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The return of shanty men during March increased the number of the unemployed in this city. There was a demand for farm hands but the crews from

the woods did not accept this employment. Until the saw mills open in the spring there will be an abundance of labour. There is more than the usual quantity of corporation work under way, so as to prevent the unemployed problem from becoming troublesome. The city charity department is adequately supplied with funds and the rescue mission is able to handle all the dependent people that arrive. The other charities of the city are filled.

Civic work promises to be active in the summer. The main part of the civic aqueduct is to be built and a viaduct on the Richmond Road has been ordered by the Railway Commission to be finished by July. The large quantity of street paving left over from last year will be done the ensuing term and many ratepayers have petitioned for concrete walks. Among the building schemes are three apartment houses for which there appears to be a demand in the city. The number of smaller dwellings to be constructed is also large enough to ensure considerable work. The Ottawa Electric Railway Company has applied to the City Council for permission to build three loop lines for the operation of a new style of cars that can be turned only on loops and if the permission is granted the work of construction will be rushed through.

Manufacturing is picking up and many establishments are employing extra hands. Railway hands are passing through their quiet season. Retail trade is normal. Some recent large sales of the approaching season's lumber cut promise a good year in that trade. The labour market has been marked by quietness as regards relations of employees with employers. There has been activity in the organization of barbers, bartenders and plumbers. The waitresses and waiters of the city are also being organized. The local Allied Trades association (international) has employed an organizer at \$15 a week to obtain new members for the unions affiliated with that body.

The Ottawa Board of Trade passed a resolution disapproving of the 8-hour day bill before the Dominion Parliament

and the Ottawa Allied Trades and Labor Association passed a vote of commendation of the 8-hour day bill introduced in the Ontario Legislature.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The supply of dairy produce is becoming more plentiful, especially eggs. They are now selling 22 cents dozen retail, and are offered in large quantities. The report of the inspector of dairies furnishing milk to Ottawa declared all in sanitary state; nearly every milk sample tested was up to the standard in richness. Farmers are beginning to hire help for the summer.

Lumbering.—Most of the shanty men engaged in the Ottawa lumber camps have returned home except those remaining for the drive. The heavy snow was favourable to hauling and an adequate supply of logs was taken out for all the manufacturers. Prices are firm and lath especially showed an upward tendency. The large manufacturers having sold their deal for the coming season, the year promises well.

Manufacturing.—Makers of women's and men's clothes report much heavier orders than this time last year. Extra hands are being employed to keep up with the rush.

CONDITION OF PARTICULAR TRADES.

The building trades are becoming active. A very busy season is promised. The clothing trades were brisk. Hands in the food and tobacco preparation were fairly occupied. The leather trades are recovering from a considerable slackness. Delivery employees and waiters were busy. Steam railway employees were moderately occupied. Cabmen, street railway employees, and job printers were busy. Metal workers, caulkers, and the woodworking trades were busy. Unskilled labour was quiet,

KINGSTON, ONT., AND DISTRICT

Mr. William Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market showed a marked improvement during March compared

with February. A large force of men were busy most of the month preparing the vessels of the Thousand Islands' Steamboat Company for the opening of navigation, also the boats of the Montreal Transportation and other companies. The harvesting of ice was concluded about the 20th of the month, an abundant supply being secured. A number of vessels were loading ice for Toronto and elsewhere. A large staff of men were engaged clearing away the debris at the Wormwith & Company's piano factory; the work of reconstruction will be pushed along rapidly. The work of erecting a large concrete extension to Davis and Sons' tannery has been commenced; it is intended to more than double the capacity of the plant. This work is expected to give employment to a large staff for upward of twelve months.

In 1908 the breaking up of the ice occurred on March 31, and the first trip to the adjacent islands was made the 6th of April; this is likely to be repeated this year. The various transportation companies have made their appointments of captains, engineers, etc. During the month Parliament voted for improvements to the Canadian channel between Kingston and Brockville the sum of \$75,000. The supplementary estimated contained votes of \$12,500 additional for the Royal Military College; \$1,200 for a gunshed at Artillery Park, and \$500 for repairs at Tête du Pont Barracks.

Arrangements are being made for the running of an automobile stage between Newborough, Napanee and Kingston; the line is expected to be in operation by May 18. The Chicago promoters of the summer hotel scheme had a further conference with the Board of Trade Council, and ultimately submitted a modified scheme; the city is now asked to guarantee bonds to the extent of \$100,000.

Real estate was firm. The owner of a residence purchased three years ago for \$4,500 was recently offered \$6,500 for the same.

The Board of Trade by resolution endorsed the position taken by the Canadian Manufacturers' Association towards the 8-hour bill; the Trades and Labour Council, and other labour organizations

passed resolutions favouring the bill.

It is announced that the railway operators employed on the Kingston and Pembroke Railway have been conceded a schedule pay for overtime, and a wage increase of about 10 per cent.

At a meeting of the Lake Seamen's Union it was declared that while the early part of the present season did not appear hopeful, there would be abundance of employment by the latter part of May or all vessels.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very active.

Fishing.—This industry was somewhat dull.

Lumbering.—More or less activity prevailed.

Manufacturing.—Dullness was on the whole the rule.

Mining and railroad construction were active.

The mild weather allowed much work to be done outside. The rolling mills and horse-shoe factory, the leading industry in the city, gave employment to a large number of well-paid skilled and unskilled men, and this month were especially active, a number of men being added as the whole three mills were running. Large quantities of bar iron and horseshoes were turned out daily. The two large cement plants also give employment to many, and were running night and day. The new Separate School was finished; numerous painters, plumbers and electricians were employed. The building cost \$65,000 and is of Crookston stone. During the first two weeks of March many men and teams were engaged getting out ice which was an excellent crop this year. A number of sailing vessels were loaded with ice for the United States. Very little building was going on, but a busy summer is looked for.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Large quantities of rough fish were caught, most of it being shipped to outside points.

Lumbering was active in the Northern part of the county and many were employed getting out railway ties and telegraph poles.

Manufacturing.—Was fairly active.

Mining was active, several mines in operation.

Railroad construction and employment,—was dull.

BELLEVILLE. ONT., AND DISTRICT.

Mr. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

On the whole labour conditions were much more favourable than during the same month of 1908, there being but few idle workmen compared with March a year ago. Nearly every industry was in full running order, and nearly all of them with their full complements of men.

CONDITION OF PARTICULAR TRADES.

Building trades.—Painters were busy at both inside and outside work. Plumbers had an active month while gas and steamfitters were fairly well employed. A number of stone cutters were engaged at the Crookston quarries.

Metal, engineering and shipbuilding trades.—Iron moulders, iron workers and helpers as well as machinists were active. Brass workers in the Belleville Hardware Works, as well as in the Brass and Steel Company's Plant, were well employed.

Blacksmiths reported a busy month. Boilermakers in the local foundries were busy.

Woodworking and furnishing trades.—Woodworkers, upholsterers, varnishers and polishers, carriage makers and carriage painters had a busy month. Apple barrell and cheese box makers were active.

Printing and allied trades.—Job and hand printers, as well as linotype operators and pressmen were very active, there being no men idle during the month. Bookbinders had a busy month.

Clothing trades.—Journeymen tailors reported an active month. Boot and shoe makers were busy.

Food and tobacco preparation.—Bakers and confectioners, butchers and meat cutters, ice cutters and cigar makers had an active month.

Leather trades.—Harness makers had a fairly active month.

Miscellaneous.—Barbers, clerks, stenographers, delivery employees, hotel, restaurant and theatre employees as well as laundry workers had an active month.

Transport.—Railway men generally had a dull month. Cab drivers, hackmen and carters were well employed.

Unskilled labour.—Was in only fair demand although there were no signs of hardships or distress.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. Arthur Sharp, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of labour has improved somewhat since February. Spring building is showing signs of getting under way. Permits are being taken out and everything put in shape to start as soon as the weather will permit. The Weatherstone Co., has built a new factory for the manufacture of mats. Knox Church will build a new church this spring; it will be of brick with stone front and will cost in the neighborhood of \$25,000.00. The Wm. Hamilton Co.,

has received a large contract from the Railways and Canals Department of the Dominion Government for the supplying of lock machinery for twenty four locks on the Trent Canal. The contract amounts to about \$80,000. Retail merchants reported business improving. Banks found money easier.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers are doing very little at this time of the year except those who have a sugar bush and who are busy making maple sugar.

Lumbering.—In so far as the cut of logs is concerned the past winter has been one of the best for many years and this despite the fact that few of the lumber companies sent up to the woods their regulation quota of men. The men are coming down from the bush now and the drives will begin as soon as the ice in the rivers and streams begins to break up. The lumbermen express great satisfaction at the reports they have received of the season's work in the woods. The Camp in Anstruther of the McDonald Lumber Co., closed on the 1st of the month and about seventy of the men returned to the City.

CONDITION OF PARTICULAR TRADES.

The building trades were quiet, but some are getting material on the ground and will start as soon as weather permits. Painters reported work active for this time of the year. Plumbers, gas and steamfitters were not doing much. Iron moulders and car makers were busy. Machinists reported a slight improvement. Electric workers have been active the last month, but brass workers have not been very busy. Boat builders and canoe workers have been very busy. Pattern makers have also had a good month. Printers have been active this month, also pressmen. Journeymen tailors and garment workers have had a quiet month, but are becoming busy. Cigar makers reported business dull. Tanners and curriers were busy, also leather workers and saddlers. There was very little work for unskilled labour.

DISTRICT NOTES.

Haliburton.—Malloy & Bryans stave mill started up, employing about 25 hands. W. Laking and Austin and Sowan are getting there mills in shape and will be running in a week or so.

Apsley.—The County Council is about to erect a new bridge at McCall's Mill.

Lindsay.—The plaining Mill has been re-opened and a full staff of men has been engaged; the firm expects to be busy for some time.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions somewhat improved during the month as compared with February, and were considerably better than in March 1908. Though there has been little disposition known by manufacturers in the leading lines to increase their working forces, there are strong indications that a general revival of activity is not far distant. One of the most encouraging features is the briskness of the retail trade, which towards the latter part of the month was decidedly active. The building season promises to be a very busy one, operations in many cases having begun much earlier than usual. The number of building permits issued during January and February was 329, representing an approximate value of \$1,233,060, as compared with 237 permits, representing a value of \$733,093 in the corresponding months of 1908.

The contract for the construction of the first section of the trunk sewer has been awarded to the Godson Contracting Co., for \$138,528. It extends from the corner of Duchess and Jarvis streets to the east end of Mark Street on the Don Esplanade covering a distance of 6,386 feet.

The by-law based on the resolution fixing the scale of civic salaries as reported last month has been adopted by the city council. The schedule does not

include the salaries of heads of Departments, which were dealt with individually increases being granted as follows:— Assessment Commissioner from \$4,000 to \$4,500; City Solicitor from \$3,500 to \$4,000; City Clerk from \$3,000 to \$3,500; Property Commissioner from \$2,500 to \$2,750; City Architect from \$3,750 to \$4,000; Chief of Fire Department from \$3,000 to \$3,500. The schedule fixing the salaries of clerks comes into operation at once instead of on the 1st of January 1910, as originally proposed.

The civic estimates for the current year were adopted on the 26th, comprising \$2,556,921 controllable and \$3,523,784 uncontrollable expenditure, making a total of \$6,080,705. The tax-rate was fixed at 18½ mills on the dollar.

On the 12th, a joint committee of the Dominion Trades and Labor Congress and the District Labor Council waited upon Hon. James Duff, Minister of Agriculture to protest against the permit to the Toronto Carpet Co., under which women were allowed to work all night. J. G. O'Donoghue as spokesman, for the deputation contended that there was no authority under the Factory Act for giving such a permit and that the Act might similarly be relaxed in regard to girls and children if such a backward step were permitted. Mr. Duff promised that the whole question of the interpretation and working of the Act would be considered by the government.

Contracts have been let by the Board of Education for the enlargement of Kent School and Riverdale High School amounting in all to \$144,360.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were making preparations for spring work and marketing produce prices for which were good.

Manufacturing.—Conditions in most of the lines of manufacturing industry were slightly better, with good prospects later in the season. A large number of factory additions and extensions are in contemplation and the general tone of manufacturers is decidedly hopeful.

CONDITION OF PARTICULAR TRADES.

Building.—Quiet generally prevailed, but some new work was started towards the end of the month giving employment, as weather permitted, to outdoor trades. A considerable number of indoor workers have been engaged in finishing old contracts.

Metal.—Moulders, machinists boiler makers, blacksmiths and sheet metal workers had a quiet month. Structural steel workers were fairly well employed. Brass workers found trade improved. Jewellers and silversmiths were generally well employed.

Woodworking and furnishing.—These trades had a fair month. Piano workers were slack.

Clothing.—Custom tailors were slack as usual between seasons. Garment workers were active. Boot and shoe workers fair. A compromise has been effected between the journeymen tailors union involving a 3 years agreement and a revision of the time-log.

Printing.—Printers, bookbinders and pressmen had a fair month. The difficulty over the non-payment of assessments by members of the Local Pressmen's and Press Assistants' Unions, has been settled by the withdrawal of those refusing payments from the unions and the election of new officials.

Food and tobacco preparation.—These trades generally had plenty of work. Cigar makers were quiet. Ice cutters were busy during the earlier part of the month.

Leather.—Leather workers were active.

Miscellaneous.—Hotel and restaurant employees, barbers and laundry workers were fairly employed. Clerks, salesmen, and delivery men were active.

Transportation.—Railway workers, street railway employees, teamsters and expressmen had a fair month.

Unskilled labour.—The supply was considerably in excess of any local demand.

DISTRICT NOTE.

West Toronto.—The Gurney Foundry Co., will make a large extension to its

machine shop, comprising a building 80 x 130 feet.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Up to the last week of March the usual spring revival of industrial activity had not developed to any marked extent. Conditions however, were better than in February, and the outlook is hopeful.

Factories under construction advanced toward completion, and there were good prospects of others being started. The season of public works had not opened.

Transportation was quiet, though the removal of some of the restrictions of the Canadian cattle embargo had a good effect on through freight traffic.

Commercial and financial conditions were dull.

The city council fixed the tax-rate for the year at 25 mills on the dollar; gave the Bell Telephone Company an exclusive five year franchise in exchange for free service for city buildings; and passed an anti-smoke by-law under the new regulations of the Dominion Railway Commission.

The Hydro-Electric Commission of Ontario awarded contracts for transmission lines and transforming stations to the extent of \$750,000. The most costly of the stations will be located here.

Railways handled a number of special trains loaded with European immigrants for the West.

Work was commenced on the finishing of one hundred more rooms in the Clifton Hotel at a cost of \$40,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work was at a standstill. There are indications that an unusually large acreage of new fruit orchards will be planted this season. It was yet uncertain what damage had been done to peach orchards by freezing.

Fishing and lumbering.—Were dull.

Manufacturing.—Industrial concerns were generally active. The railway switch and frog works were very busy. Engineers were still at work on plans for the enlargement of the Ontario Power Company's plant, but no announcement as to the commencement of work was made.

CONDITION OF PARTICULAR TRADES.

The building trades were slightly more active and fine, warm weather will be followed by the commencement of work on a number of buildings. Practically every trade had many idle men. Bricklayers, masons, lathers and plasterers were dull, carpenters quiet, painters and plumbers active, stone cutters and builders labourers very dull.

The metal-working trades were all active, so far as regular staffs of local establishments were concerned. Electrical workers and linemen were busy.

Conditions in the clothing trades were improving.

A late cold period made an ice-harvest possible but a lot of ice was shipped in from the North. Bakers were active. Hotel employees were dull.

Regular forces of men of all occupations in railway work were employed, but traffic was rather light and no extra men were needed. Steamboatmen were joining for the season. Teamsters were more active.

Unskilled labour was idle, but the outlook for the summer is good. A contractor will furnish labourers to the city water commission at \$1.75 per day, the same as was paid last year.

DISTRICT NOTES.

Fort Erie.—A by-law to build a water-works system was defeated.

Port Colborne.—A site for the new flour mill was selected. A late period of cold weather permitted Buffalo concerns to fill their large ice houses here and many men were employed at 15 cents per hour. Some of them struck for 17 cents. A number of lake and public works craft were being fitted out for the season and several drills and dredges commenced work in the harbour and canal.

Welland.—The new general hospital was opened. The contract was let for building a stove factory. The bag factory will not be built this year. The pipe foundry buildings, commenced last year are to be completed. A new woodworking factory will be built and a tin-plate factory is projected. Industrial conditions were active for the season.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market showed an improvement. Labour was better employed than in the preceding month, and mills and factories were more active, in some instances giving employment to additional hands. The building trades though not as yet busy were beginning to feel the advent of spring. The cold weather prevailing during the first half of the month was a boon to icemen, enabling them to get in a fairly satisfactory supply of ice, though not of as good quality as in former years. Wholesale and retail business showed an improvement.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work was commenced pruning and spraying fruit trees and on spring ploughing. The different fruit growers associations have been holding meetings throughout the district. Transportation facilities and the proper handling of fruit in transit were considerably discussed. Indications are favourable for good crops. The canning factories are securing contracts with the growers for the coming season's crop of tomatoes at 25 cents per bushel.

CONDITION OF PARTICULAR TRADES.

Employment in the building trades was improving. The metal and engineering trades were active. Woodworkers var-

nishers, polishers, carriage and wagon makers and printers were active. Journey-men tailors were better employed than last month. Boot and shoe workers, and all branches of the food and tobacco preparation trades were active. Leather workers and tanners were well employed. Barbers, clerks, stenographers, delivery employees, hotel, restaurant and laundry employees were active. All lines of transportation were active, showing an improvement over last month. Unskilled labour was well employed during the first half of the month, but was not so active towards the end of the month; the activity of the earlier part of the month was due to the ice harvest.

DISTRICT NOTES.

Pt. Dalhousie.—Employment was much the same as last month. The Maple Leaf Rubber Company's works were running full time. Considerable work was done refitting boats for the opening of spring. Repairs to lock No. 1, of the new Welland Canal were underway, and will be completed for the opening of navigation.

Merriton.—All mills and factories were running full time the erection of the new Lubster paper mills is progressing rapidly.

Thorold.—Employment in the different factories and mills was good. Considerable progress was made in the erection of new buildings for the New Colonial Pulp Mills.

Gainborough Township.—The rate payers will be asked to vote on a by-law to grant a bonus to assist in the construction of a railway to be known as The Dunville, Wellandport and Beamsville Electric Railway. If built, it will open up a new district not now possessing adequate facilities.

HAMILTON, ONT., AND DISTRICT.

Mr. P. Obermeyer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was not much activity in any line of industry during the greater portion of the month, but towards the close

a general improvement became manifest, which gave indications of a busy season ahead. This is especially true of the building trades. The building inspector has been kept busy issuing permits for the erection of new buildings. These total in value nearly \$175,000, being an increase of about \$76,000 over those issued in March, 1908. A large proportion of the permits are for dwellings of the better class, though several for additions to manufacturing plants are included. In addition to these, a lot of building will be done in the suburban districts which do not require permits, and will swell the total to over \$200,000. The high price of real estate during the last few years has given an impetus to the sale of suburban building lots, and many residences have been erected in the new surveys, while many more are in prospect. At the present time negotiations are about completed for the annexation of a district to the southeast of the city limits that will add almost one-third to the city's area. The southwestern suburbs are also being rapidly built up. Several electric railways are seeking admission to the city; the Bell Telephone Company will lay several miles of conduits under the city streets; the Street Railway Company is about to start on the reconstruction of its roadbed, and the sewers and waterworks construction contemplated in the city and annexes, is large, so that the unemployed have reason to look forward to a season of steady work.

Commercial and transportation circles have been very dull during the month.

Wages agreements have been secured by bricklayers and street railway employers, both at the prevailing rates. The bricklayers' agreement runs for two years, and the railwaymen's for three years.

The stove founders have put into operation the 25 per cent, reduction in moulders' wages, but their employees refuse to accept it, and are on strike since the first of March. Three of the four foundries have started work with outside moulders, about fifty of whom have been secured.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—There are signs of improvements noticeable in nearly all

lines, and those factories which had been working on short time and with reduced staffs are getting back to normal conditions.

At the Canadian Westinghouse Works, about 200 hands have been taken on recently in the general electric department. The air-brake department is not busy, but conditions are better than they were the past few months.

The Otis-Fenson Elevator Works is running full time in nearly all departments.

At the Ontario Rolling Mills, the machinists have been busy preparing new rolls and getting the works in shape for a active season.

The Norton Manufacturing Co., has been acquired by the American Can Company, of New Jersey. This is a concern, capitalized at \$44,000,000 and controlling nearly half the can-making factories of the continent. The local concern will be made its Canadian branch, which would mean an important extension of the plant.

The Canada Screw Co., has been working full-handed and on full time, in its various departments.

The Axminster Carpet Co., is busy. About fifty hands are employed in this comparatively new industry making carpets and rugs, and an extension of the works is in contemplation.

The Whipple Horse Collar Co., a new concern, capitalized at \$100,000 which will manufacture and deal in horse collars, harness, saddlery hardware, etc., is fitting up the old Gompf brewery premises for its factory, and will begin operations shortly.

The Canada Steel Goods Co., will make a \$5,000 addition to its factory.

Wapstaff, Limited, will build a \$15,000 jam factory in the east end.

Railway construction.—The Hamilton, Waterloo and Guelph Electric Railway engineers have been at work staking out the line, and construction work is expected to begin as soon as weather permits.

The Toronto and Niagara Railway, is also seeking entrance to the city, and its engineers are expected here soon to confer with the city authorities on the matter. The solicitor for the company

does not state whether it is for the Canadian Northern or the electric branch of the system or both, that entrance rights are desired.

Navigation.—The Island Navigation company, which has its headquarters in this city, has practically completed its arrangements for the coming season's work, and expects to begin to operate its boats about April 21.

The Hamilton Steamboat Co., put the steamer Macassa on the Toronto-Hamilton route April 1st. Its other boat, the Modjeska, will start about May 24. The Turbinia will also begin its Hamilton-Toronto trip in May.

CONDITION OF PARTIUCLAR TRADES.

Conditions have been uniformly dull in the building trades, but there are prospects of a busy season ahead. Wages and hours will probably be the same as last season. There are plenty of men here to supply the prospective demand. The metal trades have been quiet, and the stove industry dull. The moulders are firmly opposing the 25 per cent. reduction in wages, in the stove foundry shops, and have been on strike allowance since March 1st. The three foundries that have started up with outside moulders are quiet as trade is slack. Metal polishers and stove mounters are still idle as a consequence of the moulders' trouble. Boat builders have been busy during the winter months turning out small sailing craft and motor boats, for which many orders were filled from resorts on the Georgian Bay, Muskoka and nearer by points. The local demand has also been good. The fitting up of the lake steamers that wintered at this port kept conditions busy at Bay front. Woodworkers were fairly well employed. The allied printing trades slackened off a little but are improving again. Garment workers and custom tailors experienced an improvement in trade. Boot and shoe operatives, after a busy season, were quiet, through stock taking. Bakers and confectionery workers were not very busy. Ice-cutting was active during the early part of the month, but the season was very short this winter

and the ice not very thick. Cigar makers were steadily employed. The Tuckett factory is now shut down to allow of alterations to accomodate about 25 more workmen. Tobacco workers had fairly steady work. Few barbers were out of employment and broom makers had a pretty good month. Hotel and restaurant employees were dull, as were laundry workers. There was little work in transportation circles, and employment for unskilled labour was very scarce.

DISTRICT NOTES.

Dundas.—Owing to the prevailing dullness, there has been an exodus of mechanics during the month. The Wilson Malting Co., has closed its malt-house, about two months earlier than usual.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The genral condition of the labour market is steadily improving in this locality. The past month was much busier than the corresponding month of last year. The iron trades were busy and prospects in other lines are encouraging. The contract for street lighting was arranged at \$48.00 per Arc light, for an all night service, which is \$7.00 per light less than the old contract. The company has enough power to supply manufacturers for some time to come.

Retail merchants had an active month.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Factories were busier than during February, and some overtime was worked in several shops. Prospects are encouraging.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, lathers and plasterers found trade dull. Carpenters and

joiners in factories were active; others found little or no employment. Painters and decorators, plumbers, gas and steam-fitters were a little quiet. Iron moulders in the agricultural implements shops were busy; there are still a number of stone plate moulders on strife. Core-makers were busy. Machinists, engineers, linemen, metal polishers, buffers and platers and blacksmiths were from active to busy. Stovemounters were a little quiet. Boiler makers were active. Horse shoers were busy. Woodworkers in some of the shops were busy; in others active. Carriage and wagon makers, pattern makers and coopers were active. Printers, pressmen and allied tradesmen active. Tailors and tailoresses were busier than during the preceeding month. Bakers and confectioners were busy. Cigar makers, leather workers and saddlers were active. Barbers clerks, delivery employees, hotel and restaurant employees were steadily employed and laundry workers were busy. Railroad trackmen were active. Freight-handlers were busy. Street Railway employees were steadily employed. Teamsters, expressmen and hackmen, were active. Draymen were busy. There were a number of unskilled labourers unemployed.

DISTRICT NOTES.

Paris.—The Sanderson Harold Company's works, destroyed by fire some time ago, will be rebuilt at once, the town council granting the requests of the company to guarantee their bonds. There were not many idle men during the month. The fabric mills ran steadily, and the plough factory has been busier than during the preceding month.

GUELPH, ONT., AND DISTRICT.

Mr. Wm. Drever, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was quiet, but there was a steady improvement over last month. Com-

pared with the corresponding month last year the prospects are much brighter.

The Axle and Spring Works, had a very busy month, with orders ahead, and have let contracts for an extension to its factory, size 35ft by 70 ft, one storey high. The Raymond Sewing Machine Company has had a good month and has taken on some men. The Gibson Manufacturing Company was also busy and is calling for tenders for an extension to premises.

The is very little outside work obtainable, many of the labouring men being idle. There are still about sixty men employed on the new city Waterworks System, which is almost completed.

The Iron Moulders strike at the Griffin Foundry was settled, the men going back to work at full time. The plant will only run such days per week as orders warrant.

The reports from the different City Commissioners for 1908, show that Guelph is making a good profit from Municipal ownership; making a net profit of \$67,-486.54 upon a capital investment of \$759,788.29.

The question of Technical Education is now engaging the attention of the Board of Education. At its last meeting a special committee was appointed and instructed to go into the matter thoroughly and report to the Board.

The annual Fat Stock Sale of pure bred stock held in the Winter Fair building on March 10th, was one of the most successful that the association has ever held. Good prices were realized and buyers and vendors appeared well satisfied with the general result.

CONDITION OF PARTICULAR TRADES.

All branches of the building trades reported a dull month, with a fair outlook for the coming season.

Painters, decorators and paperhangers had a good month. Iron moulders, iron workers and helpers, coremakers, machinists, electrical workers and linemen were well employed.

Blacksmiths and horseshoers were busy. With the exception of the Raymond Sewing Machine factory all woodwork-ing establishments, upholsterers, varnishers and polishers worked short time.

Carriage and wagon makers reported an improvement over last month, working full time.

Printers and the allied trades reported a busy month; also journeymen tailors who worked overtime. Brussels carpet weavers were very busy. A large number of unskilled labourers were out of work.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market improved somewhat since last month. Factory hands were well employed, and were more active than during the corresponding period of last year. Employment with outdoor labour, however, was rather quiet, with the exception of farm labour, which was active and in demand. Good progress was made in the erection of the Weber and Schrader blocks; the construction of the Canadian block was completed. The public school board has purchased a site upon which to erect a new public school. Mr. Chas. Ahrens will shortly build a new shoe factory near the Canadian Pacific Railway Company's station. Five building permits were issued during the month for the construction of residences valued at \$10,000. The Berlin Interior Hardwood Company, Ltd., and the J. Kaufman Planing Mill Company, both reported busy conditions. Transportation companies reported a slight improvement over the previous month. Wholesale and retail merchants reported business improving. The brewery workers employed at L. Kuntz's brewery, Waterloo, and at C. N. Huethes, Berlin, made an agreement with their employers for a 9-hour work-day from November to April, inclusive, the 10-hour day to prevail during the rest of the year, except on Saturdays when 9 hours will be worked. Increases in wages approximating \$2.00 per week were at the same time granted.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farming was quiet, except for the usual marketing of produce. Some farmers were endeavouring to secure help.

Lumbering.—The lumbering industry was more or less active.

Manufacturing.—All establishments were running full time.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers and plasterers were fairly well employed, with others in the building trades more or less inactive. Iron moulders, and workers were employed 8 hours per day; the other branches of the metal, engineering and shipbuilding trades were well employed. Woodworkers, upholsterers, varnishers, polishers, wood carvers, carriage and wagon makers, and car builders were active, with pattern makers, coopers, gilders and shingle weavers somewhat inactive. Printers, pressmen, bookbinders and electrotypers were active. Journeymen tailors, garment workers, hat and glove makers, boot and shoe workers were reported busy. Bakers, confectioners, butchers and meat cutters were active, but ice cutters, tobacco workers and cigar makers were inactive. Leather workers, saddlers, trunk and bag makers were busy. The miscellaneous trades were busy. Active conditions prevailed in the transportation branch, but unskilled labour was very quiet.

DISTRICT NOTES.

Galt.—Indoor labour was well employed, nearly all industrial establishments running full time. A new industry is about to start here, *viz.*, a branch of the firm of Schimer & Company, of Melton, Pa.

WOODSTOCK, ONT., AND DISTRICT

Mr. N. W. McElheran, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

While the demand for labour was not exceptional, there was a steady and

healthy improvement over the preceding month, and the general feeling was one of confidence. Inquiries and orders were coming in, and the general tone was such as prefaces better and improving times. The Russell Harvesting Machine Co., Limited, an incorporated company with a capital stock of \$250,000, petitioned the Board of Trade for assistance towards the erection in Woodstock of a factory for the manufacture of the Russell Grain Shocker, the patents for which are controlled by the company. A free site, minimum light and water charges, and a fixed assessment were the items asked for. The matter was recommended to the City Council by the Board, together with a similar proposition from the Watt Coupler and Manufacturing Co., a company incorporated for the manufacture of a patented hose coupler. The amalgamation of two large manufacturing concerns especially concerned Woodstock and district, that of the Karn Piano and Organ Co. of Woodstock, and the Morris Piano Co. of Listowel. The new firm will be known as the Karn-Morris Piano Co. Head offices will be in Woodstock, with factories at Woodstock and Listowel. While negotiations for the amalgamation were on, work at the local factory was not rushed, but it is expected that conditions will be busy as usual ere long. During its forty years in Woodstock, there have been turned out 75,000 Karn instruments, the estimated value of which is \$10,000,000, an average of \$250,000 per year. Retail trade did not show as decided improvement for the month as did manufacturing, the weather being very changeable.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were quiet, waiting for spring to get upon the land. Towards the end of the month maple syrup making was giving employment to many. There was a decline in the prices of produce, the month closing as follows:—

Eggs, 16c. to 20c. per doz.
Butter, 22c. to 26c. per lb.
Poultry, 12c. to 15c. per lb.
Maple syrup, 35c. per quart.
Dressed beef, 7c. to 12c. per lb.
" veal, 8c. to 15c. per lb.
" mutton, 12½c. per lb.
Pork, 12½c. per lb.

A by-law was passed by the Woodstock City Council amending the market regulations, making it illegal for dealers to buy on the market before ten o'clock from April 1 to October 1, and eleven o'clock from October to April.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons reported a general improvement in the building trades, with prospects brighter. Material for the new factory for the Oxford Knitting Company was placed on the site, and work commenced. It is the intention to rush work with all possible speed, as the factory is very busy, and must have more room. Carpenters and joiners had not yet felt increased activity to any extent. Lathers and plasterers were quiet. Painters and decorators reported a busy month. Plumbers, gas and steamfitters were inactive, as were stone cutters and builders' labourers. Iron moulders were dull, machinists busy, and stove mounters dull. Blacksmiths in wagon works reported universal activity. Wire fence workers were rushed, orders coming for the home market as well as from Eastern and Western Canada. Organ makers reported a good month. The Thomas Organ and Piano Co. shipped organs during the month to Holland, South Africa, Australia and the West Indies. Woodworkers reported an improved tone in the labour market, orders being on the increase. Wagon makers reported an improved condition, with steadier work and more of it. Printers and pressmen were busy on catalogue and general printing. Bookbinders were busy. Journeymen tailors reported a busier month than the previous one.

Bakers and confectioners were active. Cigar makers reported an improvement over the month previous. Tanners and curriers were active. Barbers were busy. Transportation companies noted an improvement over the previous month, both on local and through freights. Passenger traffic was normal. The unskilled labour market was inactive.

STRATFORD, ONT., AND DISTRICT.

Mr. Joseph T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market showed some improvement towards the end of the month, the demand becoming greater. Full time in most of the factories is being adopted, and the conditions of the real estate and building trades are brighter.

The Stratford Chair Company's factory is to be more than doubled in size at a cost of \$10,000. This will mean an addition to its staff of workers.

A large force of men were engaged the outside dealers.

The Dominion Railway Commission meets the City Council on April 2nd to discuss the entrance of the C.P.R., to the city.

Wholesale and retail merchants report business very good. No changes in rates of wages or hours of labour occurred.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There was not much activity in the agricultural districts. Market quotations were as follows:—

Butter, 21c. per lb.
Eggs, 16c. a doz.
Chickens, 70c. per pair.
Potatoes, 50c. to 60c. per bag.
Apples, \$1.50 to \$2.00 a bag.

No change was noted in the grain market over last month.

Manufacturing.—Industrial establishments were running full time.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, masons, carpenters, lathers and plasterers were dull, and painters and paper hangers were quiet. Plumbers and tinsmiths were busy, but stone cutters and builders' labourers were dull.

Metal.—Moulders, helpers and machinists were well employed. Boiler makers, blacksmiths and horseshoers were busy.

Woodworking.—Woodworkers, upholsterers and carriage and wagon makers were busy. Coopers were active.

Printing.—Printers were busy; bookbinders were fairly active.

Clothing.—Journey men tailors, garment workers and factory workers were active.

Food and tobacco.—Bakers, confectioners and butchers were active. Cigar makers were busy.

Miscellaneous.—Barbers, clerks, and delivery employees were active. Hotel, restaurant and laundry workers were busy.

Transport.—Railroad conductors, engineers and firemen reported a fairly good month. Freight-handlers were active. Cab drivers, draymen and teamsters did a good business.

Unskilled.—This class was dull.

DISTRICT NOTES.

Mitchell.—Hill & Co., bridge builders, have completed a large steel bridge in Horwick Township. This firm will have a busy season as they have a large number of contracts.

The Mitchell flax mills closed for the season having finished the manufacturing of last season's crop; this is several weeks earlier than last year.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

A marked improvement is noticeable in trade conditions, and business is better than at this time last year, with indications also good. In the ready-made clothing industry business is exceptionally active, and overtime is being worked by several firms. An increased number of building permits over last year have been taken out, and indications are for a good season. On the railroads, live stock trains are coming through and freight generally is moving better. Commercial travellers report sales far in advance of last year.

The Roberts' Engraving Co., was burned out during the month, at a loss of \$4,000.

The toy factory established by the Trades and Labor Council is employing about 10 hands, manufacturing toy engines, ironing boards, clothes hangers, etc.

The Ontario Legislature passed the City of London bill, giving the Globe Casket Co., burned out early in the year, exemption from general taxes for fifteen years, and to the London Rolling Mills exemption from taxation to the end of 1911.

Two wards in the city are fully organized now under the system instituted a short time ago by which visitors are appointed for every sub-division to look after the deserving poor, who are to be aided through a central committee.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and carpenters worked about half-time during the month. Lathers, plasterers and painters reported trade opening up well. Plumbers are slack, and stone cutters are not doing much yet. Builders' labourers are returning to work after three months' idleness.

Metal, engineering and ship-buildng. Iron moulders report trade improving. Iron workers are slack at the Rolling Mills and Bolt Works. Metal polishers and stove mounters report trade fair.

Woodworking and furnishing.—Carriage and wagon workers reported trade fair. At the G.T.R., car shops, 75 men were laid off at the beginning of month, and the remainder will work 50 hours a week from now on.

Printing and Allied.—Job printing was slack in most of the shops, and a few were laid off.

Clothing.—Journeymen tailors were slack during the month. Garment workers were very busy. Boot and shoe workers were busy.

Food and tobacco preparation.—Bakers and confectioners report trade fair. The cigar making trade is dull; local option is hurting the trade considerably.

Transport.—Freight trade is improving, and cattle trains are beginning to

come through, giving more work for train crews. The street railway company is taking on some new hands, and breaking them in for the summer traffic.

Unskilled labour.—Work is opening up a little for this class, but there is still a large number out of employment. Work on the civic stone pile has stopped for the winter.

ST. THOMAS, ONT., AND DISTRICT.

Mr. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market in the city and district has been very satisfactory during March. The weather has been open, permitting of considerable outside work in the building trades. On the railroads, the month has been a very active one owing to the lifting of the embargo placed on live stock. On the Pere Marquette and Michigan Central additional crews have had to be put in service. In the railway shops work has been steady. Local industries have been well employed on spring orders. No civic work of importance has been commenced to date but work will undoubtedly be resumed on the Ross Street subway as soon as the frost is out of the ground.

Contractors are in hopes that the coming summer will show a considerable increase in building over last summer. Unskilled labour continues greater than the demand, but it will be a matter of weeks only until all will find steady employment. There have been no changes in hours of labour or rates of wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Markets have been fairly well patronized by buyers and sellers. Maple Syrup has been plentiful at \$1.25 a gallon.

Manufacturing.—Local industries have been well employed on spring orders.

CONDITION OF PARTICULAR TRADES.

Building.—Mechanics have been fairly well employed, the fine weather

permitting work throughout the month. The indications are that the coming summer will show a decided increase in the number of building permits issued. Many citizens are making inquiries from contractors.

Metal, engineering and shipbuilding.—Blacksmiths and boilermakers, machinists and others employed in the railway shops have been well employed.

Woodworkers and furnishing.—Upholsterers have had a busy month, spring orders coming in plentiful.

Printing.—Printers and pressmen were all fully employed.

Clothing.—Journeymen tailors were busy with prospects of a large spring trade.

Food and tobacco preparation.—Bakers and butchers reported a fairly good month.

Transport.—Business in transportation lines, especially in the freight service, was exceptionally good, the railways finding it necessary to increase train crews running out of this City, and as a result additional men have had to be taken into the service.

Unskilled labour.—There was a surplus of unskilled labour over the demand but the opening of the building season will undoubtedly find all hands fairly well employed.

DISTRICT NOTES.

A deputation representing the St. Thomas Board of Trade, held a joint meeting with Port Stanley business men and discussed the advisability of offering inducements to a Pittsburg Steel Company to locate in Port Stanley. The facilities offered are felt to be such that it will appeal to manufacturers who are desirous of reaching all points in Canada.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market has shown a decided improve-

ment over the month of February. Many factories that had been on short time started on full time, adding to their staffs. Prospects are that 1909, will be a very busy year for manufacturers and builders.

The building trade became brisk towards the end of the month and architects report a larger number of plans under preparation, among them one for a large addition to the Chatham Gas Co's plant. The Standard Bank of Canada is having plans prepared for the overhauling and remodelling of the Bank. Tenders are also being called for the erection of a large number of private residences and the feeling is that so far as the building trades are concerned we are gradually returning to better times. There have been no reductions in wages and no strikes or failures during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work was mostly confined to preparing for spring.

Manufacturing.—Conditions are rapidly improving. With the exception of one or two all factories were running full time. The Chatham Bent Goods Works which were closed down for a short time are again running full time with a full staff.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were dull most of the time. Carpenters, painters and paperhangers were busy, but plumbers, gas and steamfitters had a very quiet month. Moulders, machinists, metal polishers and brass workers reported the month a very fair one. Woodworkers, varnishers and polishers, carriage and wagon workers and coopers were busy. Printers, pressmen, bookbinders, journeymen tailors, garment workers were busy. Bakers and confectioners had a fair month, but butchers and meat cutters were very quiet, the latter part of the month. Barbers, clerks, stenographers, delivery employees, hotel and laundry workers were fairly busy. Carters and draymen were in demand for cleaning the streets. Un-

skilled labour was much more in demand than last month.

DISTRICT NOTES.

Wallacebury.—The Sugar Co., received on the 27th., of the month 80 cars of raw sugar from Belgium, the first of several shipments ordered.

Tilbury.—Trade has been brisk. A large number of buildings are to be erected the coming summer, among them a \$4,000 school house.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was about the same as last month. All classes of labour were fairly well employed, especially in the building trades, as the weather has been favourable for outdoor work. 21 permits were issued in January and February; this would indicate a busy building year. Manufacturers in Windsor, Walkerville and Sandwich reported that trade has improved considerably in the past month and that prospects are favourable. Wholesale and retail dealers reported a marked improvement in trade in the past month. Collections have been easier.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy preparing for spring work and marketing their produce. Prices have been good.

Lumbering.—Retail lumber merchants reported trade good for the time of the year.

Manufacturing.—Manufacturers were running full time.

CONDITION OF PARTICULAR TRADES.

The building trades have been fairly well employed. There has been a big improvement in the metal trades the past month and there are now very few

idle metal workers and helpers. The woodworkers and furnishing trades reported business good with all fully employed. Printers and pressmen were very busy. The tailoring trade has improved and tailors are fairly well employed. Garment workers were very busy and are in demand. Food and tobacco workers were well employed. Leather workers and saddlers were busy. Barbers reported trade a little quiet. Clerks, delivery employees, furriers, hotel and laundry workers were well employed. Transportation employees were working full time. Teamsters and unskilled labourers were fairly well employed.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was quiet during the month, the supply of labour being in excess of the demand. This was largely caused by the closing of a number of lumber camps on the completion of the season's work. Banks reported business quiet but with a slight improvement over the previous month. Trade wholesale and retail was quiet in nearly all lines. Preliminary steps were taken during the month to decide on a location for the proposed new dry-dock at this point. Soundings, test borings and work of a like nature was done. The agreement of the dry-dock company with the town calls for proceeding with the work of construction with all possible despatch. Marine men were busy fitting out for the season, but the outlook is not encouraging. Spring rate on grain are very low and owners will not contract to move grain on old bills of lading, while shippers will not charter tonnage under the new schedule. Local prices for provisions during the month were:—

Wholesale Price.		Retail Price.
Hindquarters.	Forequarter.	
Beef per lb., 7½c.	6½c.	5c. to 15c. per lb.
Carcase.		
Mutton, per lb., 9c.		7c. to 15c. "
Pork, per lb., 10c.		12½c. to 15c. "
Veal, per lb., 10c.		8c. to 15c. "
Dairy butter.		25c. "
Creamery butter.		28c. "
Eggs, 35c. per doz.	down to 25c. per doz. at end of mo.	
Sugar, \$5.00 per 100 lbs.		
Potatoes, \$1.00 to \$1.10 per bag.		

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Operations had not commenced at the end of March.

Lumbering.—With the exception of river driving, operations had about ceased for the season.

Manufacturing.—The blast furnaces and steel mills operated steadily during the month, with good prospects for the future. The company operating the above plant contemplates a number of improvements, but the exact nature of these changes has not yet been declared officially.

CONDITION OF PARTICULAR TRADES.

Quiet conditions prevailed in the different skilled and unskilled trades.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

At the present time there is a large number of men out of employment. As compared with the corresponding period of last year conditions are generally about normal. In some branches there is more employment at the present time than at the corresponding date of last year. In so far as information is available the prospects of the supply of labour being absorbed as soon as the spring opens out are bright.

A large number of the factories in Winnipeg are finding orders coming in briskly. This is especially the case with factories

employed in the making of builders supplies. Throughout the west there is activity in building. Doors, office fittings and commodities of this class are in steady demand. To meet this more hands are being put to work every week. It will be sometime however before all unemployed skilled workmen are at work.

In all lines of trade there continues at steady improvement. This is at the present time especially the case in the supplying of agricultural implements. Some of local supply houses find it difficult to get what they require from the eastern factories. In the wholesale trade there is activity generally. One manager of an implement house says, that the volume of business this year is twenty-five per cent. greater than it has ever been before, and most managers of wholesale houses are of the opinion that the volume of business during the present year will exceed that of last year by full twenty-five per cent.

As to wages and general conditions there is not likely to be any change. Negotiations between the Railway Companies and their employees are pending and the same state of affairs exists between the employees in the building trades and their employers.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are getting what help they require for spring seeding. They are anxious as a whole to get as much crop as possible in this year on account of the high price for wheat. At the present time it is quoted on the Winnipeg exchange at \$1.14 and the probabilities are that high prices will continue. The stimulus given to agriculture by the prevailing good prices for grain accounts in some measure for the strong demand for agricultural implements, but the latter is partially accounted for by the large immigration into the country from the United States.

Railroad construction.—Although plans have been outlined as to what work will be done this year the contractors have not as yet commenced to employ their summer gangs. The employment agen-

cies are busier than usual for this season, supplying small orders for men for miscellaneous work.

CONDITIONS OF PARTICULAR TRADES.

Building permits issued in Winnipeg are very much greater than they were last year. In March, 167 permits were issued covering 208 buildings at an estimated cost of \$851,700. This is the largest March total in the history of the city. Following is a comparison which shows the March figures in each year since 1905:—

	Pits.	Bldgs,	Cost.
March, 1906..	231	331	\$782,800
March, 1907..	225	264	703,350
March, 1908..	64	73	114,100
March, 1909..	167	208	851,700

To date this year the building total is \$1,059,900 as against \$141,000 for the corresponding period of last year; \$967,150 for that period in 1907; and \$1,150,300 in 1906. The total for March this year includes only four buildings to cost \$50,000 or over.

In addition to buildings for which permits have already been issued the building inspector has now before him plans for numerous structures, the aggregate cost of which will be \$200,000. These include plans for the Verandrye School to cost \$80,000 complete; for an extension to the Manitoba Iron Works plant to cost \$50,000; for the Canada Permanent building to cost over \$75,000.

In addition to the buildings the plans of which have already reached the hands of the building inspector there is a long list of buildings that will be proceeded with immediately; this list includes the McArthur building, the Augustine Church addition, the Great West Life building, the Dufferin Avenue theatre, an extension to the Adelaide block, a six-storey building on Main street, and the McLaughlin garage. In the aggregate these will cost approximately \$1,000,000.

The reports from country points all indicate that the building to be done this year will be very much in excess of previous years.

In the metal trades there is a marked improvement but there are still a number

of men out of work. Orders are coming in to the foundries but as yet most of the large contracts for structural ironwork have not been awarded.

In the woodworking trades the effect of the building activity has already been felt. More men are being employed and one or two of the factories have already enough orders on hand to keep their factories running more fully than they were the whole of last year.

In the printing and allied trades has been a slackening off during the past month and many of the plants are only partially employed. One or two of the printing offices are busy but as a rule slackness can be said to prevail.

DISTRICT NOTES.

An agent of the Associated Charities of Winnipeg recently made an investigation into the conditions of the unemployed and a further investigation will be made. His enquires were directed chiefly to ascertaining the number of the non-English speaking classes that were out of work. Forty-one houses were visited and in these 120 families lived in 286 rooms. The 120 families represented 837 persons of which 446 belonged to the family and 391 were boarders. Of the adult men 423 were said to be out of employment, 787 of the 837 people were living in rooms described as dirty and only 50 lived in rooms described as clean.

The plumbers' union intends to appeal against the judgment recently given against it and several individual members of the union, in the case of Cotter vs. the Plumbers.

W. H. Hoop, of the Letter Carriers Union, has been elected president of the Trades Council, in place of W. C. Turnock, resigned.

A large number of elevators are being erected along the line of the Grand Trunk Pacific.

BRANDON, MAN., AND DISTRICT.

Mr. E. Fulcher, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market remained practically unchanged

throughout the month and showed no improvement on the preceding month, there still being considerable unemployment amongst mechanics and unskilled labourers. The C. P. R., carmen have been reduced to 40 hours per week owing to scarcity of repair work. Labourers on the Grand Trunk Pacific have been reduced to \$1.35 per day. Prospects for building are not very good up to the present but are no worse than last year. The Canadian Northern Railway has announced its intention of commencing work on the new depot and freight sheds in the spring. The contract for a six stall addition to the C. P. R., roundhouse has been let to the Carter, Hall & Addinger Co., of Winnipeg; which already has a gang of men clearing the ground. Messrs. G. White & Sons of London, Ont. manufacturers of threshing machinery are calling for tenders for the erection of warehouses and offices. The lumber business of Messrs Hughes & Co., has been purchased by the Rat Portage Lumber Co., which will make Brandon a distributing center for the West. The Trades and Labour Council had a delegation attend the sittings of the Law Amendments Committee of the Provincial Government in support of the Workmen's Compensation Bill brought forward by the Winnipeg Trades and Labour Council. The Bill got no further than the committee stage but the Government promised a commission to enquire into the subject with the intention of bringing in a bill next session.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The Brandon Winter Fair Association held a very successful fair during the past month.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons reported the same condition as last month, the entire membership being idle. Carpenters and joiners were practically the same. Builder's labourers were dull. Machinists at the Canadian Northern Shops were working short time. Car repairers on the Canadian Pacific Railway were re-

duced to 8 hours per day and 5 days a week. The printing and allied trades were normal. Cigarmakers were dull. Railroad transport was dull, and unskilled labour very dull.

REGINA, SASK., AND DISTRICT.

Mr. Hugh Peat, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been a slight improvement in the condition of the labour market during the month. Painters, tinsmiths, and carpenters, report an improvement in their respective branches, but bricklayers are still quiet. The outlook, however, is bright. The weather has been mild, and an early return to activity in all branches of the building trade is expected. A few carpenters have already been engaged on the new Parliament buildings, and with a continuance of the present favourable climatic conditions, general activity will be manifest in all branches of the allied trades at an early date in the forthcoming month. Besides the Parliament Buildings there are several other large buildings scheduled for erection during the present year, so that mechanics in all lines are looking forward with confidence to a busy and prosperous season, which will be doubly welcome after the general depression of 1908.

At the last meeting of the Regina Trades and Labour Council the secretary was instructed to write the Provincial Government for further information concerning the appointment of a Provincial Fair Wage Officer, which appointment had been promised some months ago. Two local unions became affiliated with the Trades' Council during the month, *viz.*: The Bricklayers' and Masons' International Union and the International Operative Plasterers' Association.

The new Regina Post Office, which was built at a cost of \$200,000, was formally opened on Monday, March 22nd. The building is an imposing structure, and is equipped with all the latest facilities for handling mails.

The following is a list of the number of cases seeking relief for the months of January, February, March, 1909:

January:

Number of applicants.....	20
Number of families relieved.....	18
Total number of persons relieved	92

February:

Number of applicants.....	21
Number of families relieved.....	21
Total number of persons relieved	99

March:

Number of applicants.....	30
Number of families relieved.....	10
Total number of persons relieved	50

The number of applications for relief was considerably less in March than in either of the preceding months, and with every prospect of an early spring and a general return of outdoor activity, there is every likelihood of diminution in distress cases during the next month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Some large individual yields are reported in the threshermen's returns throughout the province; in the Regina district yields of 30 bushels per acre of wheat were recorded. A crop of oats near the city yielded 90 bushels per acre. *

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers and masons were very dull. Carpenters and joiners reported a slight improvement over the preceding month, but were still quiet. Lathers were very dull, with plasterers, quiet, painters and decorators, fairly active and labourers quiet.

Metal.—Electrical workers were quiet; sheetmetal workers found conditions improving, but still quiet.

Printing.—Trade was better than during the previous month. Fairly active conditions prevailed. There has been a demand for one or two job compositors.

Food and tobacco preparation.—Cigar makers were busy.

* See also opening article of present issue.

Miscellaneous.—Laundry workers had had a fairly busy month.

DISTRICT NOTES.

Strasburg.—The C.P.R., is building a brick depot at Bulyea and will instal an agent at that point on 1st April.

Saskatoon.—The high school board has selected Louise Park, as the site of the new \$100,000 collegiate institute. Building will be commenced without delay. A local syndicate will place a gravel dredge on the river between 20th and 21st street for the purpose of dredging up gravel for building and other uses. Incidentally, this dredge will be equipped with sieves for gold washing, as it is expected that there may be some gold among the gravel.

The Farmers' Lumber Co. has commenced the erection of offices and other buildings. Saskatoon will be the headquarters for a series of branch yards which the company is establishing along the railway lines.

A large quantity of material for the Goose Lake line continues to arrive and is being sent to Rosetown and stored here to await the return of the steel laying gang.

MOOSEJAW, SASK., AND DISTRICT.

Mr. T. Backus, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of labour during March was much more active than during the preceding month or at the corresponding period last year. The weather has been mild, and building operations have commenced. The general business and labour outlook for the coming summer is bright, and the prospects point very clearly to a year of progress throughout the city and district.

It is in building that development in Moose Jaw promises to be most noticeable this year; a busy season is assured for all branches of the building trades.

Some contractors state that previous records will be broken in this respect. The greatest activity perhaps will be in the building of residences, a large number of which will be built in all parts of the city. There are also at least five large public buildings which will be completed this year. These are the new Collegiate Institute at a cost of \$125,000; the Y.M.C.A., at a cost of about \$40,000; a new Anglican church, to cost \$30,000, a new fire hall, to cost approximately \$30,000, and a new fumigation hall. Other buildings have been promised, and may be undertaken this year. There will also be considerable commercial building this year while an exact list of what will be undertaken is not yet forthcoming, it can be definitely stated, that two new buildings will be erected on Main street and many firms have planned large extensions to their premises.

Other construction work to be undertaken in the city this year is as important as the erection of buildings. The C. P. R.'s new yards will be completed. The city will spend many thousands of dollars on sewer and water pipe extensions and on side-walks; and the extensions by the new Saskatchewan Flour Mills Compny will create a demand for labour.

The building of the north line has caused numerous thriving towns to spring up, and to these Moose Jaw is the nearest centre with which to do business. The fact of the C.P.R., arranging to spend thousands of dollars in extensions here this summer has inspired confidence. Then the arrival of so many settlers who made entries for homesteads last year assures the building up of a large farming community that must do business in Moose Jaw. The outfitting of them alone will leave much money in the city.

CONDITION OF PARTICULAR TRADES.

Carpenters and joiners are beginning operations, but other branches of the building trades are not yet in demand, although two or three weeks will see them all active.

Machinists, blacksmiths and engineers have been active, but electrical workers and linemen have been dull.

Printers and allied tradesmen have all been fairly busy.

CALGARY, ALTA., AND DISTRICT.

Mr. George Howell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market showed an improvement over the preceding month, and with respect to the same month of last year. There are still a large number of mechanics and labourers unemployed, the idle men numbering over 1,000.

Excavations are in progress for a few buildings, and if the weather continues favourable they will shortly be ready to employ many building mechanics. The new Tee's and Persee block is now about 4 feet above ground and preparations are being made to man the job to the fullest extent. The City Council has commenced work upon its sewers having engaged about 100 men thereon.

Building permits issued during the month amounted to \$78,050.50.

Wholesalers and retailers report a slight increase. Bank clearings for February were \$5,763,677 as against \$3,825,856 for the corresponding month of 1908. The City Council expects to spend the following sums this year, *viz.*:

City Hall (additional cost).....	\$ 60,000
Central Fire Hall.....	40,000
Sub-stations.....	7,000
Street railway.....	226,000
Grading Mills.....	10,000
Water mains.....	75,000
Sewers.....	75,000
Paving.....	200,000
Granolithic sidewalks.....	190,000
Gravity system.....	100,000
Three new schools.....	150,000
Regular estimates.....	228,000

Total.....\$1,753,500

The foregoing includes certain sums already expended.

The building trades have slightly improved over last month, and prospects are still brighter. Other skilled trades were fairly well employed, but unskilled labour was very dull.

EDMONTON, ALTA., AND DISTRICT.

Mr. P. C. Foley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during March showed a decided improvement over the preceding month, and present indications are that the early summer months will find all classes of labour well employed.

The weather has been very mild and work has commenced on a number of building contracts. The total of building permits issued in February was \$112,400 showing an increase over the previous month when the total was \$20,240.

The total bank clearings for the month of February amounted to \$3,118,801, compared with \$2,375,916 in the corresponding month in 1908.

The customs returns for the month of February totalled \$21,694.06; for February, 1908 the total was \$15,644.52.

On March 26th, by-laws providing for the expenditure of \$752,000, during the present year on public utilities were endorsed by the rate-payers.

A central bridge between Edmonton and Strathcona, near the Parliament buildings is one of the probabilities of the near future.

There has been no change in rates of wages or hours of labour during the month. Agreements between the Master Builders' Exchange and the Carpenters and Plumbers' Unions are under consideration. A great many unskilled labourers are coming into the city expecting to procure employment on the Grand Trunk Pacific or the Canadian Northern Railways, but practically nothing is being done in actual construction work.

On March 1st the Adams' Harness Company of Montreal opened a wholesale establishment in this city.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were quiet. Carpenters and joiners owing to fine weather were fairly well employed.

Lathers and plasterers, painters, decorators and paperhangers, plumbers, gas and steamfitters reported trade dull. Stone cutters and building labourers were very quiet. Electrical workers and men and blacksmiths and horseshoers were fairly active.

Printers and pressmen were very busy. Bakers and confectioners, cigar makers and barbers reported trade fair. Hotel, restaurant and theatre employees, and laundry workers were busy. Unskilled labour was very dull.

NELSON, B.C., AND DISTRICT.

Mr. A. B. Dockstader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market throughout the Kootenay district during March was quiet, the supply of both skilled and unskilled labour exceeding the demand. The situation in mining was not so promising as during the past two months, the Le Roi mine at Rossland having shut down, throwing about 450 men out of employment. A considerable reduction in the working force at some of the copper mines in the boundary district, owing it was said to the low price of copper, has also taken place. The Silver King mine near Nelson was again on the shipping list and had about 35 men employed; this force, it is expected, will be increased later. Development work was progressing favourably at the Ymir mine, and diamond drills were employed systematically, prospecting both the old and new veins. The Payne mine near Sandon has, after a long idleness, been made ready for further development; it was reported that diamond drills will be used before starting extensive tunnel work. The Queen Victoria mine near Beasley siding has been bonded by the Trail smelter. This is a low grade copper property carrying a large percentage of lime rock valuable for fluxing with other ores at the smelter. The property has a large amount of development completed, and is equipped

with a first class electrical plant, aerial tramway, bunk houses, etc., there is nothing to delay immediate production and shipment of ore. A forty foot vein of high grade ore was struck in the ninth level of the War Eagle mine at Rossland. The ore is rich in gold and the indications are that it extends to the upper levels. Drifting has shown the vein to be 40 feet wide and 400 feet long. This is the most important strike made in the mine for several years. The Summit Group, a Sheep Creek property near Salmo, has been bonded by a syndicate and is reported as a very promising free milling gold property. As to the general progress of the Salmo or Sheep Creek district, a steady production has occurred in the different mines.

NEW WESTMINSTER, B. C. AND, DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market have improved, and it is expected that in a short time there will be employment for all available men in the city, and district. It is felt, however, that there are sufficient men, to meet the demand during the summer season. Comparing the conditions with the corresponding month of last year, it can be said that they are better this year.

Considerable discussion has taken place regarding the building of elevators for grain from Alberta, to be shipped from this Port. A local company is ready to do the work as soon as the necessary water frontage can be secured. The Provincial Government, is calling for tenders for the construction of a large and very necessary addition to the Registry office in this city. The new Fruhling dredge purchased by the Dominion Government, for use on the Fraser River, has arrived in Victoria and is being overhauled before starting work. In a short time this will make the channel of this river safe for the largest vessels which visit our coast.

A local company has purchased a large river steamer from the C. P. Ry., and the boat is being operated on the river between this city and Steveston.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Spring has again arrived in this province and the farmers are busy plowing etc. The weekly market, however, continues to be well attended; the following are quotations:

Beef hindquarters, 8½c. to 9½c. per lb.
 Beef forequarters, 6½c. to 7½c. per lb.
 Mutton, 13c. to 14c. per lb.
 Lamb, 14c. to 15c. per lb.
 Veal, 9c. to 11½c. per lb.
 Pork, 8c. to 8½c. per lb.
 Eggs, 30c. per doz.
 Butter, 35c. to 40c. per lb.
 Fowl, \$8.00 to \$10 per doz.
 Potatoes, \$22.00 per ton.

Fishing.—Conditions are improving and fairly good catches of steelheads, red and white spring salmon are reported. Red spring salmon brings 15 cents per lb. retail, and white springs, and steelheads 12½ cents per lb.

Lumbering.—Trade is on the advance and the majority of the mills are running full time. A four masted Barquentine of 2,000 tons burden arrived to load lumber for California; this is probably the first consignment of B. C., lumber to the Southern States.

Railway construction.—The Great Northern Ry., Co., has taken over the new line between this City and Blaine U. S. A., and trains are now running on this route. The B. C. E. Ry. Co., has been approached with a suggestion to build a spur to Lulu Island, for the convenience of the many industries on the Island.

CONDITION OF PARTICULAR TRADES.

Bricklayers, carpenters, painters and plumbers were quiet with builders labourers dull. Iron moulders, iron workers, machinists, engineers, blacksmiths, and boilermakers were quiet. Car builders (electric) were busy, with shingle weavers dull. Printers, pressmen and bookbinders were quiet. Journeymen tailors, boot and shoe workers, were active. Bakers and butchers were active with cigar makers dull. Barbers were

quiet, with clerks and stenographers dull. Steamboat employees were quiet, but street railway employees, Teamsters and expressmen were active. Unskilled labour was dull.

VANCOUVER, B. C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was not materially changed from last month, with the exception that there was a marked improvement in the building trades, the volume of work underway being greater than at the same period last year. There never was so many builders in the city, and fully one-third are out of employment. Activity at Seattle, where large exhibition buildings are being erected, induced a large number to go there, and a number went to Prince Rupert, but both these place are overcrowded and the overflow is returning to Vancouver.

The Building Trades Council is very active and is conducting an Information Bureau. Complaints are frequently made by new arrivals and transients regarding the actions of some of the labour bureaus, of which there are 10 in the city.

Business was fair, but not very active. In some lines trade was slack. Prices were generally steady. Sugar advanced 10 cents per 100 pounds. Tropical fruit sold at reasonable figures. Hardware, flour and feed was in fair demand. Real estate was reported very active, some large transfers being made. Acreage in the district suitable for small holdings was in demand, but it is particularly noticeable that the bulk of the sales are made by speculators to speculators.

The Trades and Labour Council strongly protested against the proposed amendment by the Government of the Election Act, alleging that it would disfranchise a large number of wage earners, the Council is also pressing for an eight-hour day for civic employees.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—The New England Fish Company's steamers brought from Queen Charlotte Islands about 500,000 pounds of halibut. The first spring salmon was brought in by the "Caverosium" from Port Essington and weighed 51,000 pounds. The local fish dealers are supplied almost exclusively by Japanese fishermen.

Shipping.—The water front was very busy, many ocean as well as coasting steamers being in port. Much interest was manifested in the increasing trade with Mexico. So far this season about 12,000 tons of Alberta grain has been shipped from this port. The shipping business promises a busy summer. The tonnage cleared from this port during February, 1909, amounted to 191,262 tons, inward, and 200,640 outwards. The shipyards were fairly active.

CONDITION OF PARTICULAR TRADES.

The building trades were more active than last month, but there are still a large number unemployed. No material change for the better was noted in any of the other branches. The bookbinders have instituted a system of fines, fining members failing to report to the secretary before applying for work \$25.00. They reported business quiet, with several workmen out of employment. All other lines of employment were over-crowded, especially on the water front, where men of all occupations are coming into competition with the regular longshoremen. Printers had a good month, though some are idle. Teamsters petitioned the city council for a nine-hour day instead of the eight-hour day recently granted. Last January a vote was carried by a large majority in favour of an eight-hour day for all civic employees. The employees expected to receive the nine-hour pay for the eight-hour day, hence the petition. The whole matter is now under consideration by the civic authorities pending the bringing down of the estimates.

DISTRICT NOTES.

Prince Rupert.—The Workingmen's Association of Prince Rupert has set the

scale of wages for labourers at \$3.00 a day; the Grand Trunk Pacific is offering \$2.50 per day. The local government is calling for tenders for the erection of a land registry office and a wharf at Prince Rupert. The Board of Trade protested against the proposed sale of lots being held at Victoria and Vancouver. About 750 people can now be given first class accommodation and 1,250 second-class accommodation.

VICTORIA, B. C. AND DISTRICT.

Mr. W. E. Ditchburn, correspondant, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of March has seen an improvement in the condition of the labour market, owing to the fact that the weather conditions have permitted a great deal of outside work to be gone on with. A number of men who winter in Victoria have left the city to resume their regular avocations, and it is expected that by the middle of April practically all labour of this class will have departed. On the whole, while business has been classed as only fair, practically all the regular workers in the different trades have been pretty well employed. A great deal of building is still going on, both residential and commercial, and the prospects are bright for the rest of the year. The building permits issued for the month of February amounted to \$121,620 which is an increase of almost \$50,000 over the same month of last year, there were only two months out of the past fourteen which showed larger permits than those for February. It is confidentially expected that the figures for the month of March will show a marked increase over the month of February, as among the commercial buildings to be included in this month's figures are a five storey brick and stone building to be constructed for the Times Printing and Publishing Company, the cost being estimated in the neighborhood of \$70,000; a new school the construction on which was started and which will cost

about \$70,000, and a large brick block three storeys in height for one of the Chinese Merchants will cost \$50,000. Work has also commenced on a new building for the Victoria Creamery Co., to cost in the neighborhood of \$15,000. The Board of School Trustees have had incorporated in the contract for the new school building a clause forbidding the employment of Orientals by any of the contractors, and also specifying that the fair wage schedule shall be adhered to.

The Wooden Shipbuilding trade has taken a decidedly upward trend during the month of March, and all men employed should find steady employment for sometime to come. At present there are three stern wheel river steamers being constructed in this city, three for the Grand Trunk Pacific for the northern rivers, and one freighting vessel for the Fraser river for the Buttler Freighting Co. The C. P. R., will have a new boat built for the Comox run, the plans for which are now being drafted. It is expected that this boat will be built by the B. C. Marine Railway Company.

The bank clearings for the month of February totalled \$4,321,379 as compared with \$4,235,467 for the month of January, and \$4,272,712 for February of last year.

During the month two Japanese were turned back by the Immigration Officer while endeavouring to enter this country in contravention of agreement.

A new job printing office has been started.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The manager of the Victoria Fruit Growers' Exchange has received a letter stating that a sample shipment of B. C. apples sent to the Orient was largely taken by merchants of Japan and China, and he is convinced that there is a good market open for British Columbia Fruit across the Pacific. Further shipments will be made. A great deal of fruit from the neighboring states of Oregon and Washington has lately been sent to the Orient, and it is the desire of the B. C. growers to get as much of this trade as possible.

Sealing.—It is stated that this year's sealing fleet will be the smallest in the

history of the business, not more than half dozen vessels being outfitted for the Behring Sea cruise.

Lumbering.—The Logging Camps at Cowichan Lake have already begun work and preparations are going on for extensive operations this spring and summer. It is the intention of the Western Canada Wood, Pulp and Paper Company to rush work in its plant at Quatsino near the northern end of Vancouver Island. Plans and specifications are completed for the erection of a 100-ton pulp mill, the capacity of the first unit is based on 100 tons of dry pulp per week. A large force of men are now engaged at Quatsino Sound erecting a saw mill which is expected to be in operation inside of eight months.

Mining.—The Coal properties owned by the Pacific Coast Coal Mines at the northern end of Vancouver Island and in Malcolm Island are being actively worked and it is stated that this company will very shortly be able to put coal on the market. The company has about 20,000 acres of coal lands and abundant capital. Coal boring operations are also being pushed on what are supposed to be extensive coal areas at Sydney, 18 miles from Victoria. Drilling is going on at the rate of 40 feet per day by a double shift of men. German capital is interested in this undertaking; they have acquired 3,000 acres of coal bearing lands on the Saanich Peninsula.

Manufacturing.—Further additions and improvement are being made to the works of the Victoria Machinery Depot. This company recently had its plant destroyed by fire. Already, however it has had erected a fine machine shop, brick and iron, 70 x 180 feet in size and a foundry 70 x 160, and the foundations are now being laid for a boiler shop 250 feet long by 85 feet wide. At present this company is very busy, both in its shop and on its marine slip. It has already 175 men on its pay roll, but when all buildings are completed it is expected that this number will be increased.

CONDITION OF PARTICULAR TRADES.

Building.—Practically all employed in the building trades are now working full

time, the great amount of building going on taking up all those desiring employment. Painters, who during the last few months found employment rather scarce, are all working now.

Metal, engineering and shipbuilding.—Iron moulders were fairly well employed, as also were iron workers and helpers, machinists, linemen and blacksmiths boiler makers and iron ship builders found work fairly plentiful at the ship yards, principally on repair work. Ship builders and caulkers are now busier than for some time owing to four new wooden river steamers being constructed.

Woodworking and furnishing.—Woodworkers were well employed, but upholsterers found work rather slack. Polishers found work about average. Pattern makers were busy.

Printing.—A number of unemployed printers, both job and news, have been noted during the month, the former through trade being rather dull and the latter through a reduction of the staff, in the Colonist newsroom, owing to the cutting down of the size of the paper. A new evening paper is to make its appearance on the first of next month the "Evening Post" and its is expected that all idle printers with then find work.

Clothing.—Although a great deal of ready-made clothing is purchased in this city, custom tailors say the trade is in fair condition and no idle tailors are noted. Garment workers find plenty of employment at the two factories here.

Food and tobacco preparation.—Cigar-makers stated that business is not in as good condition as this time last year, but this is owing to this fact that during the past twelve months two new factories have started operations.

Unskilled. By the middle of next month the conditions will be much improved, as all spring and summer work will be underway.

NANAIMO, B. C., AND DISTRICT.

Mr. A. E. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

While there were a good number of idle men, the present month has shown

an improvement in labour conditions over last month. Outside of the mines labour conditions were better than last month.

A company is about to construct a plant for the manufacture of Briquette from slack coal, which before has been nearly unsaleable. It has contracted for the slack from the Nanaimo Vancouver Coal Co., a new company which is opening up a new seam of coal near this city.

The New Steam Laundry is nearly completed and expects to open shortly.

Wholesale and retail trade was quiet, but not bad for the time of year.

There have been no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The exceptionally fine weather has enabled farmers to prepare for spring work.

Fishing.—Outside of the local trade there was no employment among fishermen.

The Whaling Station on the West Coast of the Island is preparing for active work. The station on the Gulf near this city has not been as successful during the winter as had been expected, the whales having been scarcer than usual.

Lumbering.—The saw-mills in the district were working steadily but there is no decided rush as yet. Some of the logging camp have started active operations and show signs of an improvement over last years work.

Mining.—The coal mines in this city have done a little better than last month but work is not steady. The other working mines in the district are working steadily and of the new mines one is working every day and the others short time.

Railroad construction is being pushed as fast as possible. The C. P. R., is about ready to put some of the land recently cleared on the market for fruit raising, and is continuing clearing land for settlement on a larger scale than last year.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons have not done much during the month, but carpenters

have done very well. Indications point to a good deal of building this year. Painters and paperhangers reported work active. Builders labourers have been quiet. Machinists and engineers were quiet. Blacksmith and carriage makers reported work active. Cigar-

makers were quiet. Teamsters and expressmen have done fairly well, but not as well as expected for the time of the year. While unskilled labour was better employed than last month; there were a large number of idle men coming and going in the district.

THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907—REVIEW OF PROCEEDINGS UNDER THE ACT DURING THE PAST TWO YEARS.

THE Industrial Disputes Investigation Act, 1907, received the royal assent on March 22, 1907, and had therefore been in operation two years at the close of the month of March last. The Department is continually in receipt of requests for information showing in a concise form the results of proceedings under the Act, and it has been thought that the close of the second year since the enactment of the measure would form a suitable occasion for bringing up to date the information previously collected and printed on this subject. A table is therefore presented in the present issue of the *Labour Gazette*, showing the proceedings under the Act down to the close of March, the date coinciding also with the termination of the fiscal year. The statement presented shows, (i) the dates at which the Department has received the various applications for Boards of Conciliation and Investigation, (ii) the names of the parties concerned in the several disputes, (iii) the name of the party making the application, (iv) the locality of the dispute, (v) the number of persons affected, (vi) the nature of the dispute, (vii) the names of members of the Board when the same has been established, (viii) the date of the establishment of the Board, (ix) the date of the receipt of the Board's report, (x) the result of the reference of the dispute under the Act.

There were received in all during the period indicated 55 applications, as a result of which 49 Boards were established. In the remaining cases the disputes were settled either during the formation of the Board, or during the discussion arising out of the application, and in any case as a direct result, as there

is every reason to believe, of the influence of the Act.

Two Strikes after Investigation.

Of the 49 disputes referred under the Act, in each of which the sworn statement accompanying the application declared that a strike or lockout would take place in the event of a settlement not being reached, there were two cases only in which a strike or lockout resulted. The cases in question are those of (1) the dispute between the Cumberland Railway and Coal Company and its employees, Springhill, N. S., which resulted in a strike of coal miners commencing on August 1st, 1907, and continuing until October, 31 1907, when the men returned to work on the terms originally recommended by the Board, 1,700 men being concerned; and (2) the dispute between the Canadian Pacific Railway Company and its mechanical employees, which also resulted in a strike, commencing in this case on August 4, 1908, and continuing until the end of September following, when the employees returned to work on the terms originally recommended by the Board, about 8,000 men being concerned. In each other of the 47 disputes referred under the Act the investigation before the Board resulted either in a direct agreement between the parties, or in effecting such an improvement in the relations that no cessation of work occurred. It may be said, too, that in cases where the members of the Board have disagreed in their findings or where one of the parties has stood apart from the enquiry so far as voluntary action has been concerned, the enquiry has none the less, as a rule, produced a clearer understanding of conditions on the one side or the other, and a

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

Applications for Boards of Conciliation and Investigation.

A.—MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION, AND OTHER PUBLIC SERVICE UTILITIES.

1. Appointed by the Minister, under sec. 8, sub-sec. 1, of the I. D. I. Act, on recommendation from party concerned.
2. Appointed by the Minister, under sec. 8, sub-sec. 2, of the I. D. I. Act, in the absence of a recommendation from party concerned.
3. Appointed by the Minister, under sec. 8, sub-sec. 3, of the I. D. I. Act, on the joint recommendation of the two members first appointed.
4. Appointed by the Minister, under sec. 8, sub-sec. 4, of the I. D. I., in the absence of a joint recommendation by the two members first appointed.

MINING AND SMELTING INDUSTRY.

I. COAL MINES.

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No of persons affected.	Nature of Dispute.	Names of Members of Board: (C) Chairman; (E) Employer, (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	
1907. April 8	†Cumberland Railway and Coal Company and employees.	Employer*	Springhill, N.S.	1,70	Concerning employment of non-union workmen.		1907.		On April 1, employees went on strike. It was alleged by employees that they were under impression that the mines of Nova Scotia were exempt from provisions of Act. When it was explained Act applied to all Canada, employees returned to work April 8. Difficulty amicably settled. No Board constituted.
April 9	†Canada West Coal & Coke Company and employees.	Employees	Taber, Alta.	150	Concerning hours of labour.				On April 1, employer locked out employees. Employer alleged that this was done in ignorance of provisions of Act. When informed of provisions of Act by department, mines were re-opened on April 18. Subsequently an amicable settlement was effected through intervention of Mr. J. D. McNiven, Fair Wages Officer of Department. No Board constituted.
April 9	*Western Coal Operators' Association and employees. Canadian American Coal & Coke Co.	Employees*	Frank, Alta.	250	Concerning terms of joint agreement, including wages' schedule and other conditions of employment.	Sir Wm. Mulock, K.C.M.G., (C) ¹ J. L. Parker, (E), L. P. Eckstein, (M). ¹	April 22 May	29	Employees went on strike in the several mines while proceedings were pending in connection with the establishment of the Boards of Conciliation and Investigation, in consequence of the strike.

May	8	Cumberland Railway and Coal Company and employees.	Employees	Springhill, N.S.	1,700	Concerning payment for work in counter levels and stone in pillar work	The Hon. Mr. Justice Graham (C) P. S. Archibald (E) ¹ R. B. Murray, (M) ¹	May 17 July 13	Board being unable to effect a settlement by conciliation, presented a report signed by the Chairman and Mr. Archibald. Minority report was presented by Mr. Murray. The recommendations of the Board were not accepted by the employees. The strike which was threatened prior to the application for Board on May 8th was averted for the time being but took place on August 1 continuing until October 31, when the employees returned to work on the conditions recommended in the report of the Board.
May	27	Alberta Railway and Irrigation Coal Company and employees of coal mines.	Employees	Lethbridge, Alta.	400	Concerning conditions of employment	.....	.....	Amicable settlement, including agreement as to conditions of employment and establishment of a standing committee of conciliation effected between parties while Board was in process of constitution, strike being thereby averted.
		Crow's Nest Pass Coal Co.		Fernie, Coal Creek, Michel, B.C.	1,800		Sir Wm. Mulock, K.C.M.G., (C) ¹ ...		misunderstandings which arose through ignorance of the provisions of the Act. The Deputy Minister of Labour left for Fernie on April 19, to explain to the parties the provisions of the law. While in Fernie, the parties consented to his intervention as a conciliator under the Conciliation Act, 1900, and an agreement was effected on May 4. The Boards convened at Fernie on April 30, but adjourned proceedings pending investigations by the Deputy Minister. On May 6th the Boards reconvened to receive from the parties a formal statement that the differences had been adjusted, a further cessation of work being thereby averted. An important feature of the settlement was the establishment of a standing committee of conciliation between the employers and employees, to which future differences were to be referred.
		International Coal and Coke Company		Coleman, Alta.	370		F. B. Smith (E) ¹ ...		
		West Canadian Collieries, Limited		Lille and Bellevue ..	350		L. F. Eckstein, (M) ¹		
		Breckenridge and Lund Coal Co.		Lundbreck, Alta.	125				
		H. W. McNeill Coal Co.		Canmore, Alta.	300				
		Pacific Coal Company.		Bankhead, Alta.	400				

[†] It is important to note in connection with these disputes that the *Industrial Disputes Investigation Act* was not assented to till March 22, 1907. It was some weeks later before copies of the Act were available for distribution. Its provisions in consequence were not fully known by the parties at the time these disputes occurred.

^{*} Applications for a Board were received also from the employers, parties to this dispute.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (C) Chairman; (E) Employer, (M) Men.	Date on which Board was constituted.	Date of receipt of Board.	
July	12 Cumberland Railway and Coal Company and employees.	Employees	Springhill, N.S.	1,700	Concerning wages and other conditions of employment.	His Honour Judge Patterson (C) ⁴ P. S. Archibald (E) ¹ R. B. Murray, (M) ¹	July 27	21 Sept.	Employees declared a strike on August 1 in reference to question of payment for stone in pillar work, having refused to accept the recommendations of the Board appointed May 17 to deal with this subject. In virtue of this strike, proceedings before the Board were suspended until September 9, when the Board sat for two days, and presented an interim report. The strike ended on October 31, the employees returning to work on the conditions recommended in the report of the first Board.
Sept. 16	Hosmer mines and employees.	Employees	Hosmer, B.C.	100	Concerning wages and other conditions of employment.	His Honour Judge Wilson (C) ⁴ F. B. Smith (E) ¹ F. H. Sherman (M) ¹	Sept. 30	21 Oct.	The Board presented a unanimous report, which though not formally accepted by the parties, formed the basis of an agreement subsequently reached by them and reported to the Department, a strike being thereby averted.
Sept. 18	Hillcrest Coal and Coke Co. Limited, and employees.	Employees	Hillcrest, Alta.	70	Concerning wages and other conditions of employment.	Hon. C. W. Fisher (C) ⁴ J. R. McDonald (E) ¹ F. H. Sherman, (M) ¹	Sept. 24	Nov.	4 The report of the Board was accompanied by a minority report by Mr. Sherman. Though neither report was formally accepted by the parties, a settlement was reached in consequence of the inquiry by the Board, and a strike thereby averted.
Nov.	5 Canada West Coal and Coke Company and employees.	Employees	Taber, Alta.	150	Concerning wages, hours, and other conditions of employment.	Hon. Mr. Justice Stuart (C) ⁴ S. A. Jones (E) ¹ F. H. Sherman (M) ¹	Nov. 20	20 Dec.	Differences adjusted, and agreement concluded before Board, dating from December 9, 1907, until March 31, 1909, a strike being thereby averted.
Nov.	5 Domestic Coal Co. and employees.	Employees	Taber, Alta.	50	Concerning wages, hours, and other conditions of employment.	Hon. Mr. Justice Stuart (C) ⁴ R. Duggan (E) ¹ F. H. Sherman (M) ¹	Nov. 20	28 Dec.	Differences adjusted, and agreement concluded before Board, dating from December 9, 1907, until March 31, 1909, a strike being thereby averted.

Nov. 5	Duggan Huntrods and employees.	Employees	Taber, Alta.	40 Concerning wages, hours, and other conditions of employment.	Hon. Mr. Justice Stuart (C) ⁴ J. Shorthouse (E) F. H. Sherman (M) ¹	Nov. 20	Dec. 28	Differences adjusted, and agreement concluded before Board, dating from December 9, 1907, until March 31, 1909, a strike being thereby averted.
Nov. 12	Strathcona Coal Co. and employees.	Employees	Edmonton, Alta.	40 Concerning wages, hours, and other conditions of employment.	G. Montgomery (C) ³ F. L. Otter (E) ¹ F. H. Sherman (M) ¹	Dec. 2	Dec. 28	Differences adjusted, and agreement concluded before Board, dating from September 23, 1907, until March 31, 1909, a strike being thereby averted.
Nov. 21	Cumberland Railway and Coal Co. and employees.	Employees	Springhill, N.S.	1,700 Concerning wages and other conditions of employment.	His Honour Judge Patterson (C) ⁴ R. B. Murray (M) ¹ Hiram Donkin (E) ²	Dec. 24	Jan. 22	The Board presented a unanimous report, which the employees expressed a willingness, and the Company an unwillingness to accept. No further cessation of work took place.
1908						1908		
Jan. 4	Dominion Coal Co., Ltd., and members of the Provincial Workmen's Association.	Employees	Dominion, C.B.	7,000 Concerning wages and conditions of employment.	Prof. A. Shortt (C) ⁴ J. Dix Fraser (E) ¹ Dr. A. Kendal, (M.P.P.(M)) ¹	Feb. 18	Mar. 23	Differences adjusted and an agreement concluded before the Board, effective from March 16, 1908, to December 31, 1909, a strike being thereby averted.
Feb. 10	John Marsh, John Howells, Stevens Bros., coal mine operators, dealt with as a whole and employees.	Employers	Woodpecker, Alta. ..	100 Concerning wages and conditions of employment.	Hon. Mr. Justice Stuart (C) ³ W. E. Bullock (E) ¹ F. H. Sherman (M) ¹	Feb. 25	April 6	The report of the Board stated that the Act did not apply in this case, the mines having closed down for lack of orders before the investigation occurred. A wage scale was, however, recommended. The report was accompanied by a minority report, making other recommendation.
Mar. 16	Western Dominion Collieries, Ltd., and employees.	Employees	Taylorlton, Sask. Taylorlton, Sask.	90 Concerning wages and hours.	His Honour Judge Myers (C) ⁴ J. O. Hannah (E) ¹ F. H. Sherman (M) ¹	April 10	May 5	Differences adjusted and agreement concluded before Board, effective from May 1, 1908, to May 1, 1909 a strike being thereby averted.
Mar. 16	Manitoba and Saskatchewan Coal Company, Limited, and employees.	Employees	Bienfait, Sask.	50 Concerning wages and hours.	His Honour Judge Dawson (C) ⁴ G. C. Crowe (E) ¹ F. H. Sherman (M) ¹	April 22	Dec. 8	The report in this case appears as represented to the Department, to have been mislaid by one of the members of the Board and an unusual delay occurred thereon in its presentation. The Board disagreed in its findings, but no cessation of work was reported.
Mar. 25	Cumberland Railway and Coal Company, Limited, and employees.	Employees	Springhill, N.S.	1,600 Concerning wages.	His Honour Judge Wallace (C) ⁴ Hon. John Armstrong (E) ² R. B. Murray (M) ¹	April 29	May 26	The report found against the claims of the men, and was accompanied by a minority report, finding generally, but not wholly, in favour of the men. The employees declared the minority report acceptable to them. No cessation of work was reported.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	
May	2 Standard Coal Company and employees.	Employees	Edmonton, Alta.	20	Concerning wages and conditions of labour.	His Hon. Judge Taylor (C) ⁴ F. B. Smith, (E) ¹ F. H. Sherman (M) ¹	June 19	July 22	Company had previously made an agreement individually with employees. Representative of men was willing to take agreement for what it was worth but would not enter into same on behalf of union. Board decided to leave the existing agreements intact, and this arrangement appears to have been satisfactory, a strike being thereby averted.
May	12 Nova Scotia Steel and Coal Company and employees.	Employees	North Sydney, N.S.	1,750	Concerning wages and conditions of labour.	Prof. A. Shortt (C) ³ Dr. D. Allison (E) ² J. W. Maddin (M) ¹	June 19	Aug. 1	An agreement concluded before the Board on all points, and a strike thereby averted.
May	14 International Coal & Coke Co. and employees.	Employees	Westville, N.S.	800	Concerning wages and conditions of labour.				No Board was established in this case, the parties having come to an amicable agreement, subsequent to forwarding the application, a strike being thereby averted.
May	15 Acadia Coal Co and employees.	Employees	Stellarton, N.S.	800	Concerning wages and conditions of labour.				No Board was established in this case the parties having come to an amicable agreement subsequent to forwarding the application, a strike thereby being averted.
May	18 Port Hood and Richmond Railway Coal Co. and employees.	Employees	Port Hood, N.S.	300	Concerning wages and conditions of labour.	His Hon. Judge McGillivray (C) ³ Geo. S. Campbell (E) ¹ Jas. Macdonald (M) ¹	June 8	July 8	An unanimous report was made by the Board with recommendations for a settlement of all differences, which is understood to have been accepted as a basis of working operations, a strike being thereby averted.
July	2 Maritime Coal, Railway & Power Co., Ltd., and employees.	Employees	Chignecto, N.S.	200	Concerning wages and conditions of labour.	Rev. Chas. Wilson (C) ³ B. Barnhill (E) ¹ R. B. Murray (M) ¹	July	6 July	An agreement was effected before the Board on all the points at issue and covering the period of two years from July 31, 1908, a strike being thereby averted.

Oct.	19	Galbraith Coal Co., Ltd., and employees.	Employees	Lundbreck, Alta....	30	Concerning wages and conditions of labour.	Chas. Simister (C) ³ Nov. 25 F. B. Smith, C.E. (E) ³ Jas. A. McDonald (M) ¹	14	The Board presented a unanimous report recommending a basis of settlement; which was subsequently, in correspondence with the Department, accepted by both parties to the dispute, a strike being thereby averted.	Proceedings unfinished.
1909 March	4	Dominion Coal Co., and employees, members of U.M. W. of A.	Employees	Glace Bay, N.S....	3,000	Alleged discrimination against members of U.M. W. of A.	His Hon. Judge Wallace (C) ⁴ G. S. Campbell (E) ² Mar. 22 Daniel McDougall (M) ¹			
2.—METAL MINES.										
Sept.	12	Canadian Consolidated Mining and Smelting Co. and employees.	Employees	Moyie, B.C.....	400	Concerning wages and hours.	His Hon. Judge Wilson (C) ³ J. A. Harvey (E) ¹ S. S. Taylor, K.C., (M) ¹	23	Dec.	28
Dec.	9	McKinley-Darragh Mining Co., Ltd., and its employees.	Employees	Cobalt, Ont.....	120	Concerning wages	Prof. A. Shortt, (C) ³ Dec. 21 E. C. Kingswell (E) ¹ John A. Welch, (M) ¹	1908	22	A unanimous report was presented by the Board, making recommendations for the settlement of the dispute. The findings of the Board were not formally accepted by the parties, but the investigation by the Board is believed to have been beneficial to the camp as a whole, and no cessation of work was reported.
Jan.	9	Temiskaming and Hudson Bay Mining Co., Ltd., and its employees.	Employees	Cobalt, Ont.....	50	Concerning wages and hours.	Prof. S. J. Maclean, Jan. 31 (C) ⁴ M. F. Pumaville (E) ¹ C. B. Duke (M) ¹ 2	13	Feb.	Unanimous report was presented by Board making recommendations for the settlement of the dispute. The findings of the Board were accepted by the men, but not by the company. No cessation of work was, however, reported.
July	20	Cobalt Central Mining Co., Ltd., and employees.	Employees	Cobalt, Ont.....	105	Concerning wages and hours.	Prof. S. J. Maclean, (C) ⁴ E. L. Fraleek, (E) ¹ C. B. Duke, (M) ¹	Aug.	22	Aug.

1907

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

II.—TRANSPORTATION AND COMMUNICATION.

I.—RAILWAYS.

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (C) ^s Chairman; (E) ^s Employer, (M) ^s Men.	Date on which Board was constituted.	Date of receipt of report of Board.	
Apr. 20	Grand Trunk Railway Company of Canada and Machinists.	Employees	Montreal, Ottawa, Toronto, Stratford etc.	400	Concerning schedule involving wages, hours, apprenticeship re-instatement of former employees, etc.	Prof. A. Shortt, (C) ^s W. Nesbitt, K.C., (E) ^s J. G. O'Donoghue, (M) ^s .	May 4	May 21	Differences adjusted, and agreement concluded before Board for period of one year from May 1, strike being thereby averted.
June 27	Grand Trunk Railway Company of Canada and its locomotive engineers.	Employees	Montreal, Ottawa, Toronto, Stratford, etc.	1,300	Concerning schedule of wages and rules.	Prof. A. Shortt, (C) ^s W. Nesbitt, K.C., (E) ^s J. Cardell (M) ^s	July 18	Aug. 16	Differences adjusted, and agreement for three years concluded before Board, a strike being thereby averted.
July 10	Intercolonial Railway of Canada and freight handlers in its employ at Halifax, N.S.	Employer	Halifax, N.S.	250	Concerning wages and classification of employees.	Prof. W. Murray, (C) ^s Henry Holgate (E) ^s R. E. Finn, M.P.P., (M) ^s .	July 22	Aug. 12	On June 29, employees went on strike, and when informed that provisions of Act applied, both parties agreed to refer the differences under the Act, and employees returned to work. On the request of the parties proceedings were subsequently adopted under the Conciliation and Labour Act, and a settlement effected, the terms of which were made applicable to the Railway's employees at St. John, N.B., as well as at Halifax, N.S., and further cessation of work was thereby averted.
Sept. 5	Canadian Pacific Railway Company and railroad telegraphers.	Employees	On all lines of C.P.R. in Canada.	1,656	Concerning schedule of wages and rules of employment.	Prof. A. Shortt, (C) ^s W. Nesbitt, K.C., (E) ^s J. G. O'Donoghue, (M) ^s .	Sept. 16	Oct. 12	Differences adjusted, and agreement concluded before Board, dating from October 1, a strike being thereby averted.
Nov. 19	Grand Trunk Railway Co. and railroad telegraphers.	Employer	Montreal.	300	Concerning wages and other conditions of employment.	Prof. A. Shortt, (C) ^s W. Nesbitt, K.C., (E) ^s J. G. O'Donoghue, (M) ^s .	Nov. 30	Jan. 23 1908	Differences adjusted, and agreement concluded before Board, dating from January 1, 1908, a strike being thereby averted.

Nov. 22	Canadian Pacific Railway Co., and carmen employed by Company on western lines.	Employer	Western Lines.	1,215	Concerning wages and hours.	Prof. Odlum (C) ³ A. M. Nanton, (E) ¹ J. H. McVetty, (M) ¹ .	Nov. 26	1907	23	The Board presented a unanimous report recommending a basis of settlement which was subsequently, in correspondence with the Department, accepted by both parties, and a strike thereby averted.
Dec. 19	Canadian Northern Railway and firemen, engineers and hostlers in its employ.	Employees	Winnipeg and territory along Can. Northern Ry.	359	Concerning relations of Union to employer.	Prof. A. Shortt, (C) ⁴ F. H. Richardson, (E) ¹ J. G. O'Donoghue, (M) ¹ .	Jan. 8	1908	25	Differences amicably adjusted before the Board and a strike thereby averted.
1908 Jan. 8	Grand Trunk Railway Co., and carmen in its employ.	Employees	G. T. R. System.	800	Concerning wages and conditions of labour.	Prof. A. Shortt, (C) ³ Wallace Nesbitt (E) ¹ J. G. O'Donoghue, (M) ¹ .	Jan. 28		28	Differences amicably adjusted before a Board and a strike thereby averted.
April 28	Canadian Pacific Ry. Co., and various trades in its mechanical departments.	Employees	C. P. R. system....	8,000	Concerning wages and conditions of labour.	P. A. Macdonald (C) ⁴ C. F. Fullerton, (E) ¹ G. F. Galt, (E) ² *, Jas. Somerville (M) ¹ , ¹	May 13		16	The Board did not present an unanimous report, Mr. Somerville presenting a minority report. The Board made certain recommendations for settlement of disputes which were accepted by Company with some demur. Men refused to accept findings of Board and ceased work on Aug. 5. They returned to work on Oct. 5 accepting finally recommendations of Board.
May 14	Intercolonial Ry. of Canada, and station freight clerks' Unions Nos 1 and 2 of Halifax, N.S., and St. John, N.B.	Employees	Halifax, N.S. and St. John, N.B.....	.....	Concerning wages and conditions of labour.	His Hon. Judge Mc-Gibbon (C) ⁴ H. Holgate, F.E. (E) ¹ J. G. O'Donoghue (M) ¹ . R. E. Finn (M) ¹ , [†]	Sept. 8		6	The proceedings in this case were under the Conciliation and Labour Act by request of the employees and were subject to delay through the inability to act of the member of the Committee of Mediation and Investigation first appointed on the recommendation of the men. The Committee was finally constituted and a settlement of all differences effected, a strike being thereby averted.
May 29	Canadian Pacific Ry. and railway telegraphers in its employ.	Employees	C. P. R. system....	1,605	Concerning alleged wrongful dismissal of certain employee.	Hon. Mr. Justice Fortin (C) ⁴ C. Campbell, K.C. (E) ¹ . W. T. J. Lee (M) ¹ .	June 17		26	An unanimous report was made by the Board with recommendations for a settlement of all differences, which were accepted by both parties, a strike being thereby averted.

[†] Owing to inability of Mr. R. E. Finn to act as member of Board, Mr. J. G. O'Donoghue was appointed in his stead.

* Mr. Fullerton, finding himself at an early stage of the proceedings unable to agree with his colleagues resigned from the Board, and the company declining to make a further recommendation, the Minister appointed Mr. Galt without recommendation.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 0907

II.—TRANSPORTATION AND COMMUNICATION.

1.—RAILWAYS—Continued.

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of Board.	
Aug. 21	Canadian Northern Ry. Co., and carmen on its Lake St. John Division.	Employees	Lake St. John Division C.N.R.	49	Concerning wages and conditions of labour.	Ludovic Brunet (C) ³ E. A. Evans (E) ¹ P. J. Jobin (M) ¹ , A. Chartrain (M) ² .	Sept. 30	Nov. 19	An unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute which were accepted by both parties to the dispute, a strike being thereby averted.
Aug. 22	Canadian Pacific Ry. Co., and firemen and engineers in its employ.	Employees	C. P. R. system.	7,000	Concerning alleged wrongful dismissal of certain employees.	Hon. Judge Fortin (C) ⁴ , W. Nesbitt, K.C. (E) ¹ J. G. O'Donoghue (M) ¹ .	Jan. 5	Jan. 25	An unanimous report presented by the Board, making certain recommendations for the settlement of the dispute, which were accepted by both parties, a strike being thereby averted.
Aug. 22	Canadian Northern Ry. Co., and locomotive engineers in its employ.	Employees	C.N.R. system.	341	Concerning wages and conditions of labour.	His Hon. Judge Gunn, (C) ⁴ , F. H. Richardson (E) ¹ , J. Harvey Hall (M) ¹ .	Sept. 14	Nov. 16	An unanimous report was presented by the Board making certain recommendations for the settlement of the disputes, which were accepted by both parties and a strike being thereby averted.
Dec. 26	Kingston and Pembroke Ry. Co. and employees, members of Order of Railroad Telegraphers.	Employees	K. & P. Ry. system.	19 dir., 1,600 indir.	Concerning wages and condition of labour.	His Hon. Judge Gunn, (C) ⁴ , J. L. Whiting, K.C. (E) ¹ , J. G. O'Donoghue (M) ¹ .	Jan. 15	.....	Proceedings unfinished.
Dec. 29	Great Northwestern Telegraph Co. and certain Railroad Telegraphers on M. C. R. system.	Employees	Michigan Central Ry. system.	75	Abolition of commission by commercial business on M.C.R. system by G. N. W. Co., without due notice.	Judge McGibbon (C) ⁴ , J. F. Mackay (E) ² , J. G. O'Donoghue (M) ¹ .	Feb. 8	Mar. 22	An unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute. The report was substantially in favour of the employees. The company had refused to nominate to the Board, and claimed irresponsibility on the matter. The enquiry, though not resulting in the agreement is understood to have modified the situation to such a degree that danger of the threatened strike was averted.
1909 Feb. 10	Manitoba Cartage Co., Ltd.	Employees	Winnipeg, Man.	40 dir. 280 indir.	Concerning alleged discrimination against men connected with the Union.	Rev. Dr. C. W. Gordon (C) ³ Prof. R. Cochrane (E) ² T. J. Murray (M) ¹ .	Mar. 2	.....

2.—STREET RAILWAYS.

Jan.	31	Hamilton and Dundas Railway Co. and Hamilton Radial Railway Co. and Hamilton & Burlington Ry. Co. and employees.	Employees	Hamilton, Ont.	120	Concerning relations of union to employing companies	His Hon. Judge Monck (C) ¹ Wm. Bell, K.C., (E) ¹ J. G. O'Donoghue (M) ¹ .	Feb.	17 April	8	Report of the Board was opposed to the claims of the men and was accompanied by a minority report from Mr. O'Donoghue, generally sustaining the claims of the men. Neither report was acceptable to both parties, but the effect of the investigation appeared to bring a better understanding between the parties, and no cessation of work was reported.
May	8	Ottawa Electric Railway and its employees.....	Employees	Ottawa, Ont.	256	Concerning wages and conditions of labour.	Prof. A. Shortt, (C) ¹ J. F. Henderson, (E) ¹ J. G. Donoghue, (M) ¹ .	May	22 June	15	Differences amicably arranged before the Board and strike thereby averted.
Sept.	3	Quebec Heat Light and Power Co. and its street railway employees.	Employees	Quebec, Que.	116	Concerning alleged wrongful dismissal of certain employees.	Omer Brunet (M) W. H. Moore (E).	.....	Oct.	6	The two members of the Board appointed respectively on the nomination of employing company and employees, presented a joint statement making certain recommendations for a settlement of the disputed points, which recommendations were accepted by both parties to the dispute as a settlement of the differences, a strike being thereby averted.

3.—SHIPPING.

*May	15	Shipping Federation of Canada and longshoremen of Montreal.	Employees	Montreal, Que.	1,500	Demand for increase in wages.	Archbishop Bruchesi (C) ¹ G. W. Stephens, (E) ¹ Jos. Aimey, (M) ¹ .	June	7 June	17	On May 13 employees went on strike notwithstanding provisions of Act, and employers on May 18 withdrew application for Board. On May 15, Mr. F. A. Acland, the then Secretary of the Department, went to Montreal to explain the provisions of the Act to the parties to the dispute. As the result of Mr. Acland's intervention the employees returned to work, and agreed to refer the dispute under
*May	25	Shipping Federation of Canada, Canadian Pacific Railway Company and Longshoremen of Montreal.	Employees	Montreal, Que.	1,600	Demand for increase in wages.					

* Owing to inability of A. Chartrain to act as member of the Board, P. J. Jobin was appointed in his stead.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

II.—TRANSPORTATION AND COMMUNICATION.

3.—Shipping—Continued.

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (C) Chairman; (E) Employer, (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	
May 31	Furness Withy Co., Cunard & Co Pickford, Black & Co., and longshoremen.	Employers	Halifax, N.S.	500	Concerning wages. Increase of 5 cts. per hour demanded by men, 2½ cts. offered by companies, but refused.	James Hall (E). Philip Ring (M).	.....	.....	On May 26, employees went on strike, alleging subsequently that they had no knowledge of the existence of the provisions of the Act. Mr. V. DuBreuil, Fair Wages' Officer of the Department, was sent to Halifax to explain the provisions of the Act. A Board was requested as a result of the explanations given, and while being constituted the dispute was amicably settled, Mr. DuBreuil lending the good offices of the Department as a conciliator. A further cessation of work was thereby averted, as was also the necessity of further proceedings in connection with the establishment of the Board.
									the Industrial Disputes' Investigation Act, and a formal application was made by the employees for the establishment of a Board. A unanimous report was made by the members of the Board, and an agreement recommended covering conditions of employment for the seasons of 1907 and 1908. The Union did not formally accept the recommendations of the Board but the members, with the exception of a few, signed individual agreements with the employers, based upon the recommendations with the Board, and a further cessation of work was thereby averted.

1908 Mar.	6 Dominion Marine Association and Lake Seamen's Union.	Employees Kingston, Ont., and ports of Great Lakes.	450 Concerning wages and conditions of employment.	Prof. A. Shortt (C) ³ , John A. Flett (M) ¹ .	1 April	14 April	Differences amicably arranged before the Board and strike thereby averted.
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B.—INDUSTRIES OTHER THAN MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION AND OTHER PUBLIC UTILITIES.*

Date of receipt application.	Parties to Dispute.	Party making application.	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of Board.
1907 Aug. 28	Montreal Cotton Co., and employees.	Employees	Valleyfield, Que. . . .	2, 200	Concerning conditions wages.	Hon. Mr. Justice Fortin, (C) ⁴ Duncan McCormick, K.C. (E) ¹ , W. Paquette (M) ¹ .	Sept. 4	Sept. 24
<p>and Mr. V. DuBreuil, Fair Wages Officer, visited the scene of the dispute and explained the provisions of the Act to the parties, with special reference to the sections enabling a dispute in any industry other than that of a mine or public utility to be referred, by mutual agreement between the disputing parties, to a Board of Conciliation and Investigation. As a result of the explanations and efforts at conciliation on the part of the officers of the Department, an application for a Board was forwarded to the Minister, the employees in the meantime returning to work on August 26. The Board was duly established, with the result that the differences were adjusted, and an agreement concluded before the Board dating from September 17, 1907, to be effective until May 4, 1908, and thereafter until either side be given a written notice of cancellation of the same. A feature of the agreement was the establishment of a permanent Committee of Conciliation, to which it was agreed that all subsequent disputes should be referred.</p>								
Dec. 17	The John Ritchie Co., Ltd., and certain employees (lasters).	Employees and employers.	Quebec, Que.	300	Concerning introduction of certain machine and wages.	Dr. Chas. Cote (C) ⁵ , Felix Marois (E) ¹ , Z. Bérubé (M) ¹ .	Dec. 31	Feb. 17
<p>An agreement was concluded before the Board covering all matters in dispute effective from February 12, 1909 to May 1, 1910, a strike being thereby averted.</p>								

* The two applications here recorded are regarded as one in the tabular statement.

* These disputes were referred to a Board of Conciliation and Investigation under section 63 of the Act, which provides that "in the event of a dispute arising in any industry or trade other than such as may be included under the provision of this Act, and such dispute threatens to result in a lockout or strike, or has actually resulted in a lockout or strike, either of the parties may agree, in writing, to allow such dispute to be referred to a Board of Conciliation and Investigation, to be constituted under the provisions of this Act" &c. Applications referring to disputes in this class of industry were received also in the cases of W. A. Marsh & Co., Boot and Shoe Manufacturers, Quebec; the Rosamond Woollen Company, Almonte, Ont.; the Eastern Townships' Manufacturing Company, St. Hyacinthe, Que.; L'Association Internationale des Ouvriers en Fourures, Montreal; the Davidson Manufacturing Company, Montreal, and A. Gravel Lumber Company, Etchemin, Que.; but the parties concerned not agreeing to refer their differences for adjustment according to the provisions of the act, no action was taken by the Minister.

THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF MARCH, 1909.

ONE application for the establishment of a board of Conciliation and Arbitration under the Industrial Disputes Investigation Act, 1907, was received in the Department during the month of March, as follows:—

(1) on behalf of the employees of the Dominion Coal Company, Ltd., of Glace Bay, C. B., the number of employees affected being estimated at 3,000 directly and 6,500 indirectly.

[Earlier Applications.]

Of applications received prior to the beginning of March, proceedings in connection with which remained at that date unfinished, there were the following, namely:—

(1) On behalf of the commercial telegraphers employed on the lines of the Michigan Central Railway Company and alleged in the application to be, so far as concerns the matters in dispute, in the service of the Great North-Western Telegraph Company, the number of employees affected being estimated at 25 directly and 50 indirectly.

(2) On behalf of the station employees and telegraph operators of the Kingston and Pembroke Company, the number of employees concerned being estimated at 19 directly and 1,600 indirectly.

(3) On behalf of the employees of the Manitoba Cartage Company, Ltd., of Winnipeg, Manitoba, the number of employees concerned being estimated at 40 directly and 260 indirectly.

Report Received.

During March, the Department received one report, namely, that arising out of the application of Commercial Telegraphers employed on the lines of the Michigan Central Railway Company.

The cause of dispute in this case was declared to be the abolition of commissions paid on the commercial telegraph business of the Great North-Western Telegraph Company since 1907. The

employees asked the restoration of these commissions claiming that they are now called upon to perform without pay, work for which they formerly received substantial commissions. The telegraph company disclaimed responsibility in the matter and on that account declined to take any formal part in the proceedings before the Board of Conciliation and Investigation. The report of the Board was favourable to the employees and has since been accepted by the latter. The finding has not yet been accepted by the company, but no cessation of work has occurred on the part of the employees concerned.

On the first of April the Department received the report of the Board appointed to investigate certain differences between the Manitoba Cartage Company and its employees. This report, which bore the signature of the three members, attributed the dispute in question to mutual misunderstanding and errors in tactics, and concluded with the hope that these misunderstandings being now removed the parties concerned may be expected to compose their differences, as there exists at present no real cause of dispute between the Company and its employees.

Other Proceedings under the Act During March.

Up to the end of March the Department had not received any report in the case of the differences between the Kingston and Pembroke Railway Company and its telegraphers, but it was understood that through the efforts of the Board of Conciliation and Investigation a satisfactory settlement would probably be reached in this matter.

In the application for the appointment of the Board of Conciliation and Investigation into certain differences between the Dominion Coal Company and its employees, it was stated by the latter that "this dispute arose over the discrimination of the above named company against persons who had become members

off the United Mine Workers of America." It was claimed that this discrimination had been shown in the closing down of the Company's mine at Lingan and at Dominion No. 6, where a large majority of the workmen had lately joined the U. M. W. of A., and also in the dismissal of other employees for a like cause in the Company's mine at Caledonia and New Aberdeen. The applicants claimed that the Dominion Coal Co. had no right whatever to decide whether its employees should or should not become members of the U. M. W. of A. or any other society. On the recommendation of the employees Mr. Daniel McDougall of Glace Bay, N.S., was appointed one of

the members of the Board of Conciliation and Investigation in this matter. The Dominion Coal Company through its Vice-President having declined to make any nomination, Mr. G. S. Campbell, of Halifax, N.S., was appointed by the Minister of Labour as second member of this board. In the absence of any recommendation from Messrs. McDougall and Campbell, the duty of selecting a chairman devolved on the Minister of Labour. His Honour W. B. Wallace, County Judge of Halifax, was appointed chairman of this Board. The first sitting of the Board was held in Glace Bay on March 30.

I.—REPORT OF BOARD IN DISPUTE BETWEEN GREAT NORTH-WESTERN TELEGRAPH COMPANY AND COMMERCIAL TELEGRAPHERS.

THE Department received on March 22, the report of the Board established in the case of the dispute between the Order of Railroad Telegraphers and the Great North-Western Telegraph Company. This dispute arose out of the alleged abolition of commissions paid on commercial telegraph business by the Great North-Western Telegraph Company to operators along the lines of the Michigan Central Railroad in Canada. In the application of the telegraphers for the appointment of this Board it was stated that a demand was made for the restoration of these commissions at the rates formerly in force, namely, 20 per cent. and 8 per cent. on local and through business respectively, on the ground that the telegraphers are now called upon to perform work, without pay, for which they formerly received commissions as above.

In the course of correspondence arising out of this application the Michigan Central Railroad Company disclaimed all responsibility in the matter. It was asserted on the other hand by the Great North-Western Telegraph Company that the telegraphers in question were employed by the M. C. R., and that in the handling of the business of the Great North-Western Telegraph Company they were subject wholly to the direction of the

railroad company. For this reason the telegraph company declined to nominate any member for the proposed Board of Conciliation and Investigation. In the absence of such recommendation Mr. J. F. Mackay of Toronto was appointed by the Minister of Labour. On the recommendation of the telegraphers Mr. John G. O'Donoghue of Toronto was also appointed to this Board. In the absence of any recommendation from Messrs. Mackay and O'Donoghue the duty of selecting a Chairman devolved upon the Minister of Labour, and His Honour D. McGibbon, County Judge of Peel, was appointed Chairman of the Board. The report, as received in the Department, was signed by the three members of the Board. A letter was subsequently received from Mr. D. Campbell on behalf of the telegraphers concerned expressing the willingness of the latter to accept the Board's report as a basis of settlement. In the absence from Toronto of Mr. J. McMichael, General Manager of the Great North-Western Telegraph Company, the reply of that Company to the findings of the Board had not reached the Department at the close of the month.

Text of Board's Report.

The text of the findings of the Board is as follows:—

In the matter of the Industrial Disputes Investigation Act, 1907, and in the matter of differences between the Order of Railroad Telegraphers and the Great North-Western Telegraph Company.

Meetings of the Board to investigate the differences were held at Toronto. The telegraphers were represented by Messrs. David Campbell, 3rd Vice President, Order of Railroad Telegraphers, and J. H. Staley, District Chairman, Order of Railroad Telegraphers; the G. N. W. by Messrs. Perry, Secretary of the Company, and Markey, Solicitor, and the Michigan Central Railway Company by Mr. E. C. Cattnach, Solicitor.

The telegraphers claimed that down to September 12th, 1907, they had been in the receipt of certain commissions from the G. N. W., for work performed for that Company; that at that time the relationship of employer and employee existed between them and the G. N. W. and that section 57 of the above Act required thirty days' notice before such commissions could be altered in any way; that in the absence of such notice the relationship of employer and employee still continued and they were entitled to the commissions from September 12th, 1907, to the present time. The commissions were discontinued by notice dated September 12th, to take effect from September 1st, 1907.

The representatives of the Telegraph Company, on the other hand, argued that by the notice given to the telegraphers on September 12th, 1907, the Company had dispensed entirely with the services of the men, and was, therefore, no longer liable for any commissions. They referred the Board to a contract dated 1st. June, 1907, by the terms of which they claimed the Michigan Central Railroad Company was obliged to furnish operators to perform the work of the Telegraph Company, and that, if any one was liable to the telegraph operators, it was the Railroad Company.

The amount in dispute would run about \$600.00 or \$700.00 per year. From September, 1907, to November, 1908, the Railroad Company, had apparently, voluntarily paid to the telegraphers 10 per

cent. commission on work done for the Telegraph Company.

It was admitted by the representatives of the Telegraph Company that the Company was the employer of the telegraphers down to September 12th, 1907. That being the case, the Board is of opinion that until compliance with section 57 of the act was had, the relationship of employer and employee continued, and that there has never been any severance of that relationship between the Telegraph Company and its telegraphers, and that the Telegraph Company is, therefore liable to the telegraphers for the difference between the amount of commissions received upon the 10 per cent. basis from the Railroad Company from September, 1907, to November, 1908, and what should have been received on the old basis and for all the commissions from the latter date to the present time. The opinion of the Board is supported by a provision in the contract of June 1st, 1907, before referred to, where (see page 18 of the contract) the agreement provides as follows:—"The Telegraph Company expressly covenants and agrees that the joint Superintendent and all other persons engaged in the work in this agreement contemplated, whether provided or paid by the Telegraph Company, or the Railroad Company, shall be deemed for the purposes of this contract to be the servants of the Telegraph Company."

The Telegraph Company, therefore, by its own act, continued the relationship of employer and employee with the telegraphers.

While the Board is of opinion that it would be in the best interests of all parties concerned that the Railroad Company should be responsible to the telegraphers for the wages due to the latter, (including all kinds of commissions and extra pay,) both the Telegraph Company and the telegraphers expressed a preference for the old system, under which the Railroad Company paid telegraphers a regular monthly wage and the Telegraph Company paid commissions on work performed for it.

All attempts at bringing the parties together in some amicable arrangement proved futile by reason of the attitude

of the Telegraph Company, which took its stand upon its rights under the contract with the Railroad Company, by which the latter Company, it claimed, was and is obliged to furnish operators for the performance of the Telegraph Company's work.

The result is that the claims of the men are found in their favor.

Inasmuch as the Railway Company has by the contract of June 1st, 1907, deliberately made itself liable to the Telegraph Company to furnish free the services paid for by commission prior to

September, 1907, it should be responsible, if any person, from the date of this Report for the amounts formerly received as commissions by the telegraphers.

(Sgd.) D. McGIBBON,
Chairman.

" J. F. MACKAY,
Appointed to represent the G. N. W.

" J. G. O'DONOGHUE,
Appointed to represent the men

Toronto, March 19, 1908.

II.—REPORT OF BOARD ESTABLISHED IN DISPUTE BETWEEN THE MANITOBA CARTAGE COMPANY AND ITS EMPLOYEES.

THE Department received on April 1st, the report of the Board of Conciliation and Investigation established to adjust differences between the Manitoba Cartage Company of Winnipeg and certain of its employees. It was understood that 40 teamsters were directly affected in this dispute, and 260 other indirectly. In the application of Messrs. W. Dickinson and Charles Hay for the establishment of a Board of Conciliation and Investigation in this matter it was stated that 15 employees of the Manitoba Cartage Company were summarily dismissed from the service of that Company without warning, and without cause assigned, that the dismissed employees had waited upon the Company for an explanation, but that no satisfactory reply had been vouchsafed to them. These dismissals followed on the institution of a vigorous attempt to revive the Teamsters' Union in Winnipeg, and to recruit members therefor, and were interpreted by the employees as an indication of the unwillingness of the Manitoba Cartage Company to have Union men in its employ.

Mr. T. J. Murray of Winnipeg was appointed a member of this Board on the recommendation of the employees, but the Manitoba Cartage Company, contending that the dispute was one to which the Industrial Disputes Investigation Act could not properly be applied, declined to submit any recommendation. Professor R. R. Cochrane of Manitoba Uni-

versity was accordingly appointed, by the Minister as the second member of the Board, and the Board was shortly afterward completed by the appointment of Rev. Dr. Charles W. Gordon (Ralph Connor) of Winnipeg, as Chairman. The report, which was signed by the three members of the Board, found that this dispute was due partly to mutual misunderstanding and partly to error in tactics, and that there existed at the time of the investigation no real cause of dispute between the Company and its employees. Nevertheless, on account of the peculiar nature of the differences as well as of the unwillingness of the Company to take any part in the proceedings, the task falling upon the Board was one which called for the exercise of patience and tact in a high degree, and it is satisfactory to be able to state that in the end the Company took part in the enquiry and in the examination to a certain extent of some of the witnesses.

As a result of its observations the Board finds that the employees of the Manitoba Cartage Company are entirely satisfied with the terms and conditions of their employment, and that the Company is satisfied with the manner in which the employees' work has been performed. Under these circumstances the Board expressed itself as "clearly of the opinion that with these misunderstandings removed there exists no reasonable ground for a continuation of the trouble". A

statement was accordingly prepared by the Board of the principles underlying just relations between employer and employed, and this statement, after full consideration, has been, the Board says, frankly accepted by the parties concerned. The men, it was added, are willing to return to work, and the expectation of the Board is that harmony will shortly be restored.

Text of Report of Board.

The text of the findings of the Board is as follows:—

March 27th, 1909.

To the Honourable
The Minister of Labour,
Ottawa, Ontario.

The Board of Conciliation appointed in the matter of the dispute between the Manitoba Cartage Company and its employees, begs to report as follows:

The Board being duly constituted began its sittings on March 1st, 1909, approached the Manitoba Cartage Company with the request that the Company accept the appointment of Professor Cochrane to sit upon the Board in the interests of the Company, in the following terms:

March 4th, 1909.

JOSEPH LEMON Esq.,
General Manager,
Manitoba Cartage Co., Ltd.,
Winnipeg, Man.

MY DEAR MR. LEMON:

You may have noticed that in connection with the difficulty that has arisen between the Manitoba Cartage Company Ltd., and its employees, the Honourable the Minister of Labour has constituted a Board of Conciliation as provided by the Industrial Disputes Investigation Act. The members of the Board are Mr. T. J. Murray, whose name was suggested by the employees of the Company, Professor Cochrane of the University of Manitoba appointed by the Department to act upon the Board with special reference to the interests of the Company, and myself as Chairman.

The Department has placed in our hands a copy of the application of the employees for the appointment of a Board of Conciliation, containing a statement of the grievances which it is claimed the employees are suffering at the hands of the Company.

A copy of this statement I send you herewith for your perusal. I should be pleased to have your opinion upon this statement, and also to have any observations you consider it proper to make. You will readily understand that it is necessary for the Board to have before it a statement of both sides of the case before any wise action is possible.

The Minister also sent down a copy of the communications that have passed between the Department and yourself in regard to this whole matter. In looking over these communications it has been clear to me that when you declined to suggest a name for the Board of Conciliation you quite misunderstood the line of action proposed by the Department. I noticed you say, for instance,

"I am directed by my Company to reply that having considered the matter, it is decided not to engage in the proposed arbitration proceedings by the appointment of an arbitrator".
and also this,

"We do not agree with the step which has been taken and are obliged to state that the Company does not admit the right to proceed to form a Board of Arbitration as proposed."

Evidently what you declined to do was to submit the question at issue between the employees and the Company, to arbitration. Now I quite agree with you that there are certain questions between employers and employees which cannot properly be submitted to arbitration. But may I venture to point out that this is no Board of Arbitration. I would like you to notice that while in regard to authority for taking evidence, examining witnesses under oath, calling for books, papers, etc., the Board of Conciliation possess equally large powers with those assigned to a Board of Arbitration, these Boards materially differ in two important features.

1. In regard to *Constitution*.

In the Board of Arbitration there are two members, each of whom is a representative of one of the parties to the dispute. In the Board of Conciliation the members are not representatives in this sense at all.

Further, in the Board of Arbitration each party voluntarily enter into an agreement to arbitrate and chooses its representative. In the Board of Conciliation this agreement is not necessary, the Department may constitute the Board though one party may refuse to co-operate.

2. These Boards differ in regard to *Function.*

In the Board of Arbitration the attention of the Board is concentrated chiefly upon evidence with a view to arriving at an equitable decision and making a fair reward. In the Board of Conciliation the attention is directed to persons with a view to bringing them to such an attitude of mutual understanding and confidence that difficulties may be removed and harmony re-established.

Further, in the Board of Arbitration the award is binding upon the parties. In the Board of Conciliation each party is left free to accept or reject any suggestions the Board may have to offer. A Board of Conciliation may in some cases pave the way for arbitration, or in others may render arbitration unnecessary.

It is difficult to see how any one can hesitate to avail himself of the services of a Board of Conciliation, for while it is always within a man's right to refuse to arbitrate, it is hardly conceivable that he can rightly decline conciliation.

It is in accord with my interpretation of spirit of the Act, and in this my colleagues agree, that we should avoid as far as possible formal legal procedure, rule out all appeal to technicalities, etc., and conduct the proceedings of the Board in a friendly, common sense, business like way, keeping steadily in view our main object, the bringing of parties together in such a spirit as shall promote harmonious relations.

I venture to hope, therefore, my dear Mr. Lemon, that with the removal of your misconceptions in regard to the nature

and function of the Board of Conciliation, your Company will be glad to avail itself of the good offices of the Board in restoring the harmony and mutual good feeling which I understand has always characterized the relations between your Company and its men.

I do not anticipate any lengthened proceedings, and I am convinced that with the frank and hearty co-operation of both parties, the differences may be composed and all further trouble averted.

Yours very truly,

(Signed) CHARLES W. GORDON
Chairman.

The Company's Reply.

To this the Company answered as follows:—

Winnipeg, Man., March 8th, 1909.

REV. CHARLES W. GORDON, D.D.,
St. Stephen's Church,
Winnipeg, Man.

MY DEAR DR. GORDON:

I am just in receipt of your letter of the 4inst. only posted on the 6th inst., relating as to relations between the Manitoba Cartage Co., Ltd., and its employees and the proposed Board of Conciliation.

The difference of terms as to the title of the Board is not in my opinion one which in any way materially affects the nature of the proceedings, whether the Board is called the Board of Conciliation or a Board of Arbitrators.

This Company, I may say for your information and that of the members of your Board, has conducted its business at Winnipeg for twenty-seven years, during which time it has not had any difficulties with its employees, the relations having always been most satisfactory.

The grounds put forward now for invoking the Industrial Disputes Act are such that this Company after giving the matter careful consideration, thought it was not desirable that it should take part in the proceedings. There were a number of reasons for this. In the first place it is doubtful, we are ad-

vised, as to whether the Act applies to such a Company as ours. A number of our men were laid off for what the Company considered was good and sufficient cause, and in the management of its affairs the Company naturally is opposed to having its decision on such a matter made the subject of arbitration or proceeding under the Act.

Acting on the advice of Mr. Murray, Solicitor for the men referred to, it was thought fit by a few of the men to take this matter before a department of the Government, with the view of setting the machinery of the Act in motion as against the Company with the result that your Board has been appointed, the Company declining to take any part in the proceedings, as clearly appears from the correspondence with the Department which has already taken place.

The Company would be willing under other circumstances, to welcome the intervention of such gentlemen as yourself and Prof. Cochrane in any matter which could be referred to for disposition by a Board of Conciliation or Arbitration, but under the circumstances involved in this matter and with the view of continuing to manage the Company's business free from outside dictation or interference, have come to the conclusion that the interests of the Company and its employees can be best served by declining to take part in the proceedings.

Yours truly,

(Signed) J. LEMON,

Chairman's Second Letter.

To this letter the following reply was sent:

March 10th, 1909.

J. LEMON,

Manitoba Cartage Company,
Winnipeg, Man.

MY DEAR MR. LEMON:

I beg to acknowledge the courtesy of your letter of March 8th. I regret that you cannot agree with me in regard to the nature and constitution of the Board of Conciliation, but it is not necessary to discuss this further.

I should like to express my gratification at the kindly relations which you say have existed for the past twenty-seven years between the Company and its employees, and it is this fact that gives me every confidence in hoping that those relations may be restored in a short time and without serious difficulty. I am sorry that your Company continues to decline co-operating with the Board in an attempt to restore harmony.

As the question of jurisdiction of the Board, that of course is beyond our province to discuss. The Government has established the Board and this is sufficient indication as to its interpretation of the applicability of the Act to your Company, and it would, therefore be improper for us to even discuss this point. It is simply my duty to inform you that the Board is constituted and is proceeding to discharge its functions.

I notice you say that the Company has a number of reasons for declining to take part in the proceedings. We should be very pleased if you could let us have these reasons.

This evening at eight o'clock in the office of the Master of Chambers in the Court House in this city the Board of Conciliation will meet, and will proceed to investigate the alleged grievances of former employees of your company. The Board respectfully requests the presence of yourself or of some official of the Company at that meeting. It will be your privilege to cross-examine witnesses and offer any evidence you may desire. We hope that you will see your way to accede to this request, and we beg to assure you that the Board will conduct its proceedings in a spirit of conciliation and thorough sympathy with all the interests involved.

Vours very truly,

(Signed) CHARLES W. GORDON,
Chairman.

The Board thereupon proceeded with its investigation. The representative of the Teamsters' Union and a number of the dismissed employees on the one hand, and the Manager, Cashier and Foreman of the Manitoba Cartage Company on

the other, attended the sittings and gave cordial assistance.

After the Board had practically concluded the taking of evidence, the following statement was prepared, setting forth the history of the case and the Board's reflections and suggestions thereanent:

Statement.

History of the question from the side of the men.

Fifteen employees of the Manitoba Cartage Company were summarily dismissed from the service of the Company without warning and without cause assigned.

Enquiry at the office by some of the men dismissed elicited no information as to cause of dismissal.

The dismissed employees thereupon met and appointed a delegation to wait upon the Company. This delegation was composed of the Secretary of the Teamsters' Union and the legal advisor of the men. The delegation was referred for answer to the Company's Solicitor, but from him obtained no satisfactory reply.

The dismissal of these men occurred immediately subsequent to the institution of a vigorous attempt to revive the Teamsters' Union, and to recruit members therefor.

The men, considering that they had a grievance in thus being discharged without warning and without cause assigned, and construing the action of the Company as hostility to the Union and as an indication of its unwillingness to have Union men in its employ, appealed to the Department of Labour for the intervention of a Board of Conciliation.

History of the Question from the side of the Company.

For twenty-seven years the Company had conducted its business in such a manner and in such spirit as to preserve most cordial relations between the Company and its employees, and up till the present there had been no cause of general complaint on the part of the Company and no grievance on the part of the men

in regard to hours, wages or conditions of work.

About the 22nd of January 1909, there was initiated what appeared to the Company an aggressive campaign on behalf of Unionism. As this campaign proceeded; the Company considered that the methods employed were such as to hinder the Company's work, interfere with non-union men and generally to disorganize the discipline of the Company. The Company, therefore, determined to remove the supposed causes of disorder and restore discipline by dismissing those who were considered to be engaged in this campaign for Unionism. The Company was all the more strengthened in this determination by the suspicion that the sudden display of activity in the interests of Unionism was due to a visit of an organizer from the United States.

The Company further determined that its ends would be more fully accomplished if it assigned no cause for dismissal, in the expectation that in a few days the men would apply for reinstatement, and that this would furnish an opportunity for explanation of the cause of dismissal after the men would be restored.

When the deputation arrived from the men, the personnel of this deputation gave rise to the opinion that the Company was being approached by the representatives of the Union and, therefore, the Company declined to enter into negotiations, but referred the deputation to its Solicitor who declined to give any response satisfactory to the men.

Observations of the Board.

The Board of Conciliation offer the following observations upon the whole case:

1. The Board is gratified to find that during the whole course of the Company's existence there seems to have been nothing but the friendliest relations existing between the Company and its men, and up to this present trouble there has prevailed a feeling of mutual confidence and good will.

2. The Board is even more pleased to discover that even since the trouble has

arisen, there has been imported into the dispute no feeling of bitterness and no disposition to seek revenge. This has made the work of the Board much easier and much more pleasant than it otherwise would have been, and has rendered it possible for the two parties to come together again.

3. The Board is especially gratified that the Company and the men have, with the utmost courtesy and cordiality, co-operated in the effort to restore harmony.

4. The Board firmly believes that the trouble would have been averted but for errors in judgment somewhat serious but entirely explicable on the part of both the Company and the employees.

1. On the part of the men.

(a) The Board is of opinion that in their enthusiastic determination to advance the interests of their Union and to secure recruits, the employees allowed themselves to encroach more than they imagined upon the rights of the Company in regard to the time, the place and the methods of the propagandum. The Board feels, and in this the Union cordially agrees, that employees cannot too carefully regard as sacred to the interests of the Company every moment of working hours and every part of the organized system under which the Company's business is operated.

(b) While in seeking redress of grievances the employees had a perfect right to invoke the aid of their Union, it would have been wiser if as a first move the Committee appointed to wait upon the Company should have been composed of dismissed employees. The Board is of opinion that when employees feel themselves aggrieved, the first move toward redress should be made by the men affected as a body of employees rather than as an organized Union, and that the Union should formally appear only when this first step is fruitless. In the present instance, while the Committee sent to interview the Company represented the employees and not the Union, the complexion of the Committee was such as might very properly give the Company the impression that it was being

approached by the Union and not by their discharged employees.

II. On the part of the Company.

(a) The Board is of opinion that the Company overestimated the seriousness of the campaign carried on among their employees on behalf of Unionism, and and though to the Company there seemed to be an objectionable aggressiveness on the part of some of their employees, it would have been wiser to have allowed this to pass either unnoticed or with a warning that the Company's business or the Company's men must in no way be interfered with.

(b) The plan of discipline adopted by the Company miscarried in one important particular, viz. the intention of the Company to explain the cause of dismissal, and the further intention to reinstate after the ends of discipline had been served, was frustrated by the trend of events, the policy adopted by the employees not giving the Company the opportunity desired to carry out its purpose. But for this unfortunate miscarriage, the trouble might have been avoided. It would have been wiser if the Company had intimated clearly that it had no hostility to Unionism, but that it was determined to insist that Unionism should not interfere with the efficiency of its service.

Conclusions of the Board.

As a result of these observations and of the evidence obtained during the investigation, the following facts appear to have emerged:

1. There exists at present moment no real cause of dispute between the Company and its employees. The employees are entirely satisfied with the terms and conditions of their employment, and the Company is satisfied with the manner in which the employees do their work.

2. There is a most gratifying absence of any spirit of hostility between the two parties.

3. The trouble that has arisen has been due partly to mutual misunderstanding and partly to errors in tactics. The Board is clearly of the opinion that with these misunderstandings removed there

exists no reasonable ground for a continuation of the trouble, and that each of the parties, without the slightest surrender of principle and without even the appearance of surrender of position assumed, might and should enter at once into the former friendly relations.

Suggested Basis of agreement.

The Board, therefore, venture to suggest that the following might be accepted by both parties as a basis of agreement; "That there should be a clear understanding and a frank reinstatement of certain principles that underlie all just and right relations between employer and employees, viz. on the one hand that the employer shall fully recognize the right of employees to membership in any organization they may choose; that no employee should be discriminated against on the ground of Unionism. Further, that every employee considering himself aggrieved in being dismissed, has a right to information as to the cause, and has a right to be heard either personally or through a Committee in his own behalf.

On the other hand, that while employees have perfect liberty in regard to membership in the Union and in regard to promoting the interests of the Union, they have absolutely no right to use the employer's time, property or organisation for the propagating of the principles of Unionism or for the securing of recruits for any other purpose than that for which they are paid, the promoting of the business of their employer.

That while the Union must be accorded full rights to promote the welfare of its members and to guard their interests in every legitimate way, it has no right to demand that an employer shall use his

influence in any way to promote the cause of Unionism, or to coerce any man into joining the Union.

The frank and full acceptance of these principles would, in the judgment of the Board, form a fair and just basis upon which the parties might come together and harmony be restored."

This Statement the employees and the Company, after full consideration very frankly accepted.

After the conclusion of the Investigation the Board was able to arrange that a deputation of the men dismissed should wait upon the Company to ask reinstatement. To this request the Company up to the present time has not acceded, assuming the attitude to which it has consistently adhered throughout, viz. that while willing to assist the labours of the Board in every possible way, it must decline either to be a consenting party to its proceedings or to accept its suggestions and stating that it would be more satisfactory to the Company that the Board should finish its work and present its report, and leave the Company free to act in the manner that seemed best. This the Board decided to do, but in presenting this report to the Honourable the Minister of Labour, the Board ventures to hope that, misunderstandings having been removed and the Company and its employees having been brought together in a kindly way during these proceedings, they may now be expected to compose their differences.

All of which is respectfully submitted.

(Sgd.) CHARLES W. GORDON,
Chairman.

" R. R. COCHRANE,

" THOS. J. MURRAY,
Secy.

JUDGMENT ON APPEAL IN THE SUPREME COURT OF ALBERTA IN A SUIT BROUGHT UNDER THE INDUSTRIAL DISPUTES INVESTIGATION ACT.

THE Department received during the month of March the text of a judgment on appeal by Mr. Justice Taylor in the Supreme Court of Alberta in the

case of an alleged infringement of the Industrial Disputes Investigation Act 1907. The particulars are set forth in the text, which is printed in full herewith, viz:—

In the Matter of the Information and Complaint of George Harrison Against the Alberta Coal Mining Co., Ltd.

This is an appeal from a magistrate dismissing the complaint of one Harrison against the Alberta Coal Mining Company for causing a lock-out between the 4th and 10th days of September, 1908. "by refusing to employ twenty-five of its employees in its mine in consequence of a dispute as to wages with a view to compelling the said employees to accept its, the defendant's, terms of employment, contrary to an act to aid the prevention and settlement of strikes and lock-outs in mines and industries connected with public utilities, known as "The Industrial Disputes Investigation Act of 1907".

According to the evidence there was an agreement between the company and the men on the 18th August to pay 90c. a car for coal mined. On the 2nd September the mine was closed. No notice was given to the men of such closing. Some two or three days after this the men were told that they could go to work at 70c. a car. They refused to accept this, and an agreement was made on the 8th with the men to return to work at \$3.00 a day, but the number of men to be employed was to be reduced to 12 or 15. There had been 20 to 25 employed previously. In the Act under which the complaint is laid, "lock-out" is defined as follows:—"Sub-section F of Section 2 (Lock-out without limiting the nature of its meaning) means a closing of a place of employment or a suspension of work or a refusal by an employer to continue to employ any number of his employees in consequence of a dispute done with a view to compelling his employees or to aid another employer to compel his employees to accept terms of employment."

In regard to the agreement of August 18th, this I understand was made by the officers of the Union *with* the Company. Is that a valid agreement? Suppose the Union has no status in Court? Could the Union not act as the agent of the men in making an agreement with the Company? But I do not think that the agreement can be attacked in the action. The main

point is that the parties were working under the same at the time the mine was closed. The manager says because there were no cars to take away the coal. This to my mind would be a perfectly legitimate reason for closing down the mine or laying off any portion of the men, but we find on the 4th or 5th or September that the men are told that they can return to work if they will accept 70 cents per car instead of 90 cents. This is the time it seems to me, the lock-out started. There would have been no lock-out if the men on that date or even on a later date were told they could return to work at the same wage they were getting before being laid off. Mr. Montgomery denies that he told one of the miners that he could not possibly pay 90 cents per car and operate his mine, but it seems to me that his conduct afterwards is not in accordance with this denial. There is no dispute to the evidence that he met the men on the 8th and made them a new offer. If he were satisfied with the former wages, why did he treat with the men for new terms? why did he not say I have cars now and the mine can be operated? There is an attempt on the part of the defence to prove that the mine was never closed, that some men were working all the time. This may be true. There might have been a few men who were working, but nearly all, if not all, the men were laid off. Even suppose that some of the men were working in my opinion it is not necessary under the interpretation of lock-out that all labor be suspended. After the 5th September some of the men went down the mine to clean up their stalls and see that all was left safe and clean, but this according to the *evidence*, is only a custom of the miners, and I cannot hold that the mine was working while this was going on.

The evidence is very conflicting as to what took place after the settlement was reached on the 8th. Mr. Montgomery stated that he was willing for the miners to go to work on the morning of the 9th, and any that applied to him individually for work got it.

The Act was passed to aid in the prevention and settlement of strikes and

lock-outs in mines and industries connected with public utilities. Certain procedure is laid down in the Act which must be followed out, or the party violating the same must pay the penalty imposed. Mr. Montgomery did not attempt to follow this Act. Under the excuse that he had no cars to ship coal he lays off his men, closes his mine, and then attempts to make new terms with his men. He gave no notice as required in Sec. 57. He shuts down his mine and then tried to arrange new terms with his men. It seems to me a clear case of violating of the Act. There is no evidence to show that the mine was closed

before the 5th by reason of a dispute. It was on this date that the employees first knew that there was to be a change in wages and a settlement was effected on the evening of the 8th.

I will, therefore, hold that the mine was closed in violation of the Act for three days. As Sec. 58 of the Act fixes the minimum amount at \$100 per day, I will impose a fine on the Company of \$300.00, with costs both of the appeal and in the court below.

Edmonton, March 1, 1909.

(Sgd.) H. C. TAYLOR,
J. D. C.

COMMISSION OF INQUIRY INTO THE USE OF OPIUM IN THE STRAITS SETTLEMENTS AND FEDERATED MALAY STATES.

THE report of the Commission of Inquiry into the use of opium in the Straits Settlements and the Federated Malay States, a copy of which has been received in the department, has recently attracted widespread notice because of the views of which it expresses on the effects of opium smoking in strong divergence from the commonly accepted opinions of medical men and others on this subject.

The report may be of special interest to Canadians because of the steps taken by the Dominion Government to abolish the use of opium in Canada except for medicinal purposes, and on account also of the appointment of Mr. W. L. Mackenzie King, M.P., as Canadian delegate of the International Anti-Opium Conference which assembled in Shanghai in the month of February last.

In the opinion of this Commission the evils attending the use of opium have been the subject of exaggeration. The tendency, it is stated, of philanthropists to give undue prominence to bad cases and to generalize from them has attributed to the use of opium more widely extended evils than really exist. With the exception of those medical practitioners who entertain views strongly opposed to opium the medical witnesses before this Commission were practically unanimous in the opinion that opium smoking in

moderation is relatively harmless. "Even if the indulgence be carried to excess there is," it is urged, "no organic change in the body, but functional evils such as constipation, disorders of the digestive organs with emaciation and loss of energy are the usual results of the use of opium in excess." The Commission could find no ground for believing that the smoking of opium is conducive to insanity or that the opium habit is hereditary, or that it is causative of any other crimes than petty theft.

In the course of this inquiry it transpired that life insurance companies with considerable experience in the insurance of Chinese lives are willing to accept as first class risks Chinese who smoke 116 grains of "chandu" (opium prepared for smoking purposes) a day, an amount that is by no means within the range of light smoking, and the Commission was informed that these insurance companies were quite justified in assuming such risks. The evidence showed that in view of those well qualified to judge the opium habit has little or no influence on the duration of life and the Commission found that perhaps the most frequently mentioned evil arising from the use of opium is the waste of money by indulgence in the expensive habit. "Evidence on the question of moral degradation due to the use of opium, goes no

farther than to emphasize that the great majority of the evils alleged to result from the opium habit are only practicable to the case of opium 'sots', or smokers who indulge to an extent comparable with the habitual drunkard's indulgence in alcohol."

The Commission advises that the absolute elimination of the use of opium can be obtained only through the education of the masses and that the opium question should be dealt with solely by increased control and not by way of prohibition. To this end it's recommended that the present system of farming the opium revenues in the Straits' Settlements and in some of the Malay States be abolished and that a Government monopoly of the preparation and sale of "chandu" be substituted therefore. It is held that some international arrangement must be made before any local prohibition ordinance could be rendered effective.

Since the report of the Straits' Settlements Opium Commission was written some months ago, an agreement has been reached by an International Anti-Opium

Conference meeting in Shanghai which will probably lead to the gradual suppression of the opium traffic not only in the Straits' Settlements and the Malay States but in China and all other countries where it is now carried on. Twelve Nations were represented in this Conference, namely: China, Great Britain, United States, France, Holland, Portugal, Germany, Japan, Russia, Turkey, Persia, and Siam—every nation in fact, affected either directly or indirectly by the opium trade. One of the resolutions of this Conference was to the effect that each Government represented should take measures for the suppression of opium smoking in its own territories and possessions. Thus, the result of the Conference, if ratified by the twelve Governments concerned, will be in time an effective prohibition in all parts of the world of the use of this demoralizing drug.

Proceedings of the Commission appointed to inquire into the matters relating to the use of opium in the Straits' Settlements and the Federated Malay States: Volume 1, Report and Annexures. London: Wyman & Sons, Ltd., 1909. Pages, 98. Price 10d.

PUBLIC OWNERSHIP OF INTERIOR ELEVATORS—REPLY OF GRAIN-GROWERS TO PRONOUNCEMENT OF WESTERN PREMIERS.

AS will be remembered, the question of the public ownership of western elevators has been for some months past under discussion between the grain-growers and the respective governments of the provinces of Manitoba, Saskatchewan and Alberta. During January, a formal pronouncement in the matter was issued by the Premiers of these provinces, addressed to the Interprovincial Council of western grain growers' associations, which had put forward certain representations favouring a system of government ownership and operation,* and with which the premiers had held a number of conferences. In reply to this pronouncement of the Premiers, the grain-growers have again during the past month, through the secretary of the interprovincial council, placed their views before the public in the form of a letter written in reply to the Premiers.

Reply of Grain Growers.

The reply in full is as follows:

To the Hon., the Premiers of Manitoba, Saskatchewan and Alberta:

Gentlemen—The Interprovincial Council of Farmers' Associations, having considered your memorandum in reply to our proposals, that the governments of the respective provinces, "provide by purchase or construction, or both, at each shipping point where a considerable quantity of grain is marketed, necessary facilities with up-to-date equipments for weighing, cleaning and loading grain," we beg to submit in reply:

You say: "We understand that you take the position that nothing further can be hoped for by amendments to

* For the full text of this pronouncement see the *Labour Gazette* for March, 1909, page 986.

existing legislation, insofar as regulating internal elevators is concerned, and to obtain what your executive desire, you request that, in so far as the three western provinces are concerned, a system of government ownership and operation of grain elevators be inaugurated."

That fairly states the position we take as to the futility of any further restricting legislation and properly interprets the meaning of our request. Nothing in our memorandum seems to convey the impression that there is any constitutional or legislative difficulty in the way of granting that request.

CONSTITUTIONAL DIFFICULTIES.

The constitutional difficulties you set forth only apply to matters that are outside of and not necessary for the carrying out of the requests made by us.

We propose to deal categorically with the difficulties set forth in clauses 1, 2, and 4, commencing on page 7 of your memorandum.

1. "To wholly and absolutely control, regulate and govern the storage and handling of grain."

The requests we made require no fuller powers than those now enjoyed by the owners and operators of privately owned elevators.

2. "To prescribe, control and regulate the weights and grades of grains, subject to no alteration or review by any other authority."

The only powers required with respect to weights are those now enjoyed by every elevator in the province, *viz.*, the power to weigh in and out on standard scales, and power to compel common carriers to deliver the same weight of a commodity as that which can be proved to have been entrusted to them. With respect to grades, we do not request you to grade grain, everything being stored in special bins, and placed at the disposal of the owners of grain, whether producer or purchaser.

3. "To fully control all the transportation companies, railways, etc., in the matter of expropriation of elevators and sites, the distribution of cars, and in other respects to provide such regula-

tions and restrictions respecting these companies as shall be essential for the convenient and satisfactory handling of grain."

The provisions of the Railway act, Grain act, and the regulating power vested in the board of railway commissioners amply protect you in carrying out our proposals.

4. "Generally all such power and authority as to trade and commerce and the weighing and grading of grain as may be necessary to give the provinces complete, inherent and extraterritorial jurisdiction in the premises in every respect; that is to say, full authority within the provinces and also outside, where the grain may be handled at terminal points."

In reply to this clause it may be said that elevator companies, including those operating under provincial charters, such as the farmers' elevators, now enjoy all necessary privileges and powers for the carrying on of the business of receiving, warehousing, cleaning and shipping grain and transacting of business connected therewith, which is all that our proposals require of you.

The only power the governments require respecting weights is that enjoyed by every elevator in operation in the provinces.

The proposal does not involve the provincial government undertaking the grading of grain, everything being stored in special bins, placed at the disposal of the owners of grain, whether ownership was acquired by growing or purchasing. Nor do we think it necessary that, in order to carry out our proposition you should have any further control over transportation companies.

FINANCIAL RESPONSIBILITY.

We submit further that legal monopoly is not necessary to safeguard the financial interests of the provinces. Hence, no constitutional difficulty presents itself in that regard. The government system will have a virtual monopoly because of the impracticability of the present system (due to causes which we will show further on) remaining in the field in opposition to the government. Nor do we

consider that it would necessitate any heavy financial responsibility on the part of the several provinces, as the full expense of the system will be chargeable to the grain passing through the elevators.

We ask you to provide only the necessary storage facilities at any given point. At many points there are more elevators than are required. We anticipate that storage equal to one-third of the grain marketed at each shipping point will be sufficient. We absolutely do not wish to interfere with the use of the loading platforms.

The safeguarding from financial loss lies in the fact of the demand for these facilities, and the power possessed by the provinces, to limit the storage to the capacity that is found necessary to properly and reasonably meet the demands upon it.

THE STORAGE PROBLEM.

It can easily be determined by inquiry to what extent the use of loading platform at any point would be lessened by the opportunity to use storage facilities, when the suspicion of improper practices is removed. Our investigations lead us to believe that a large percentage of those persons now using the platforms would gladly avail themselves of the opportunity of employing the government system of storage and shipping facilities—the ability to clean before shipment being an especially valuable privilege.

Your memorandum states that for twelve months, ending August 21, 1908, 1,334 elevators, with a storage capacity of 39,724,000 bushels, within the three provinces, shipped approximately 42,000,000 bushels of wheat and that 12,500,000 bushels were shipped from loading platform. That is to say that the 1,334 elevators received and shipped an average of 31,484 bushels. An elevator can, in a season, handle 150,000 bushels as easily and almost as cheaply as 30,000 bushels, therefore you can readily see the enormous drain the maintenance of so much unnecessary storage is on the resources of the province.

PRACTICAL DEMONSTRATION OF PLAN.

To illustrate how it works out, the farmers' elevator at Miami last season handled 150,000 bushels of grain, which gave them a revenue at $1\frac{1}{2}$ cents per bushel of \$1,950. Three other elevators at the same point handled 67,000 bushels, or an average of 22,333 bushels. They would necessarily have to charge about $8\frac{3}{4}$ cents per bushel to have the same revenue as the farmers' elevator had on a charge of $1\frac{1}{2}$ cents per bushel. The whole elevator system of the three provinces would have to charge about 6 $\frac{1}{4}$ cents on every bushel they received to have a revenue proportionately equal to the Miami farmers' elevator.

We submit that a government elevator at every shipping point in the three provinces would be in a similar position to that in which the farmers' elevators now are. The storage capacity has increased at interior points during 1908 by nearly 4,000,000 bushels—now stading at about 43,300,000 bushels. Up to November 30 they had received about 43,400,000 bushels, having at that date 13,000,000 in store. Nothing can be more eloquent than those figures in showing the need that exists for the government taking control of and regulating the storage system in order to husband the resources of our farm population.

The system now in operation permits the elevator owners to charge enough to make the operating of their elevators pay, regardless of the quantity of grain they handle. Nothing short of government intervention will prevent the continuous duplication of elevators.

You will recall that at our conference at Regina we discussed the advisability of operating the proposed system by an independent commission. We are of the opinion that this method would be the most satisfactory to all concerned.

We are pleased to note your assurance and willingness to co-operate with us in any measure or measures that will place the agriculturalists in a more advantageous position to carry on their labour, and in as much as we are of the opinion, from your own memorandum that no constitutional or legislative difficulty

exists to prevent the provinces granting the demands we made, on behalf of, and in the interests of the Grain Growers of the three provinces, we shall be glad to receive from you at an early date, an assurance that you will accede to our re-

quests just as soon as you can provide for the necessary financial arrangements to inaugurate the proposed system.

R. McKENZIE,
Secy, Interprovincial Council.

TERMINATION OF AGREEMENT IN CASE OF WESTERN COAL MINES—NEW AGREEMENT SIGNED IN CASE OF CERTAIN COMPANIES—CESSATION OF WORK IN OTHER CASES.

THE agreement concluded in 1907 between the Western Coal Operators' Association and the United Mine Workers of America, covering the majority of the mines in Eastern British Columbia and Alberta, and including those of the Crow's Nest Pass Coal Company of Fernie, B. C., and Michel, B. C., came to an end on March 31. It will be remembered that this agreement was negotiated by Mr. W. L. Mackenzie King, former Deputy Minister of Labour, early in May, 1907, with the aid of a Board of Conciliation and Investigation presided over by the Honourable Sir William Mullock, Chief Justice of Ontario, and the first Minister of Labour. The Board was constituted under the Industrial Disputes Investigation Act, 1907, which had become law a few weeks prior to the negotiations for a new agreement.

One of the clauses in the expiring agreement provided that the parties thereto should meet in conference sixty days prior to the expiration thereof to discuss a renewal of the same. Accordingly the representatives of the various bodies of employees, and of the various Companies comprised in the Western Coal Operators' Association met in conference during the few weeks previous to March 31, with the object of continuing the existing agreement, or framing a new one. The Companies which had been parties to the expiring agreement were the following, namely, the Western Coal Operators' Association; the Pacific Coal Company Limited, Bankhead, Alta.;

The H. W. McNeil Coal Company Limited, Canmore, Alta.; the Breckenridge and Lund Coal Company, Limited, Lundbreck, Alta.; the West Canadian Collieries, Limited, Lille and Bellevue,

Alta.; the Canadian American Coal and Coke Company, Limited, Frank, Alta.; the International Coal and Coke Company, Limited, Coleman, Alta.; Crow's Nest Pass Coal Company, Limited, Coal Creek, Fernie and Michel, B. C.

The coal mines controlled by the Alberta Railway and Irrigation Company were not included in the agreement, not being at the time members of the Western Coal Operators' Association, but the agreement between this Company and its employees lapsed also on March 31, and it is understood that the Company took part in the negotiations for a new agreement. The negotiations in question took place at Macleod, Alta.

Negotiations for a New Agreement.

At some point prior to the negotiations for a new agreement or during the continuance of the same, the Crow's Nest Pass Coal Company withdrew from the Western Coal Operators' Association, and a separate agreement was negotiated between this Company and its employees, which appears to have been signed on March 30 or March 31, taking effect from the termination of the old agreement. The chief features of this new agreement are stated in the local press to be as follows: (1) The general working conditions at Michel have been altered to the advantage of the men, enabling them to make larger wages than under the former conditions. (2) At Fernie the timber question has been re-arranged so that in future all timbers will be delivered at face; (3) The pay day arrangement has been changed, so that in future when the 15th of the month falls on a Saturday the men will receive their

pay on the 14th, which will be Saturday, instead of having to wait until the following Saturday, as in the past. This point affects the pay twice only during the year; (4) The handling of coal in chutes, which has been a source of grievance in the past, will hereafter be done by the Company; (5) The dock hand question of Michel will be decided by a ballot vote, the Company to abide by the men's decision.

The vote taken on the new agreement in the local Unions at Michel, Carbonado and Fernie, the three centers of operation of the Crow's Nest Pass Coal Company, is represented in the local press to have been as follows, namely:—

	For	Agst.	Maj.
Fernie.....	364	195	169
Michel.....	459	288	171
Carbonado.....	2	66	
Total.....	825	549	
Majority for.....			286

Men in other Mines called out.

In the meantime negotiations with the Companies remaining in the Western Coal Operators' Association continued, and were apparently reaching a satisfactory conclusion, the draft agreement having been submitted to the various local Unions, and approved in the majority of cases. The report of the vote on the draft agreement as printed in the local press is as follows:—

	For	Agst	Maj. for	Maj. Agst
Bankhead.....	134	56	78	
Canmore.....	23	78		55
Coleman.....	162	68	94	
Bellevue.....	135	60	75	
Lille.....	52	120		68
Passburg.....	20	20	0	0
Hillcrest.....			12	
Lethbridge.....	88	69	19	
Hosmer.....	156	102	54	
	770	573	332	123
Majority for.....			209	

On March 31, however, the date of expiration of the old agreement, Mr. Lewis Stockett, President of the Western Coal Operators' Association, received a communication from Mr. F. H. Sherman, President of District No. 18, U. M. W. of A., the district comprising the various lodges concerned in the negotiations, stating that it had been decided to suspend operations in all the mines controlled by members of the Operators' Association until a satisfactory agreement had been reached. According to the published correspondence Mr. Stockett replied immediately protesting against the abandonment of the negotiations, and the calling out of the men.

The district President, however, proceeded along the lines declared, and the men employed in the mines controlled by the Operators' Association suspended work from March 31, about 2,500 men being affected at the following collieries, viz.: Hosmer, Coleman, Lille, Bellevue, Hillcrest, Lethbridge, Royal Canmore and Bankhead.

The President of the Operators' Association thereupon appealed to Mr. T. L. Lewis, International President of the United Mine Workers' Association of America, representing that the strike had been called after the draft agreement had been approved by the employees concerned, and insisting that this was an improper proceeding. The International President replied immediately, promising that the agreement which had been approved by the local lodges should be signed, and that the officials of District No. 18, would be notified accordingly. Work was suspended at the mines concerned pending the settlement of these points between the officials of the Western Coal Operators, and the International officers of U. M. W. of A.

Operations Suspended.

The following are the letters interchanged between Mr. F. H. Sherman, President of District No. 18, U. M. W. of A., and Mr. Thos. Stockett, president of the Western Coal Operators' Association:

UNITED MINE WORKER OF AMERICA
DISTRICT 18

MacLeod, Alta., March 31st, 1909.

LEWIS STOCKETT, Esq.,
Pres. Western Coal Operators' Association,

Dear Sir:—

I beg to inform you that the workmen employed by the Western Coal Operators' Association, in their various mines, coke ovens and outside plants, have been instructed to suspend operations at the expiration of their agreement, until such time as a satisfactory agreement is arrived at between District No. 18 and the companies comprising your Association.

We are ready, at any time, to enter into further negotiations upon the lines as stated by me today while in conference with you.

Yours truly,

(Sgd.) F. H. SHERMAN,
President Dist. No. 18, U.M.W. of A.**Protest from Operators President.**

Mr. F. H. SHERMAN,

President District No. 18, United Mine Workers of
America,
MacLeod, Alberta.

Dear Sir:—

I am in receipt of your letter of this date, and note that you have instructed the workmen employed by the Western Coal Operators' Association in their various mines, coke ovens, and outside plants, to suspend operations at the expiration of their agreement, until such time as a satisfactory agreement is arrived at between District No. 18 and the companies comprising our Association.

I trust that you have fully considered the legal consequences of your action, and that you are prepared to accept the responsibility that such action involves.

To prevent any misapprehension on the part of those vitally interested, I deem it advisable to direct your attention to the following facts:

On the fourth day of May, 1907, an agreement in writing was entered into between the Western Coal Operators' Association of the one part, and the employees of the various companies comprising such Association as presented by the United Mine Workers of America, District No. 18, of the other part, embodying the terms and conditions under which coal was to be mined at our various Collieries "for the period of two years, commencing April 1st, 1907 and ending March 31st, 1909."

It was one of the terms of that agreement that the parties thereto would meet in conference sixty days prior to the expiration thereof, to discuss its renewal.

On the 12th, day of January, 1909, our Association met the Officers of your Union at Lethbridge for the purpose of discussing a renewal of the said Agreement, and it was agreed that a further meeting should be held at MacLeod, commencing on the 2nd day of March at which time and place a scale committee, consisting of seven Operators, and seven representatives of your Union commenced negotiations for the purpose of renewing the said agreement, and, after conferences extending over a period of upwards of three weeks, during which time John E. Morgan, representing T. J. Lewis, International President of the United Workers, was present, the terms of an agreement were finally agreed upon, and the scale committee disbanded, the Crow's Nest Pass Coal Co., having for business reasons, and before the completion of the negotiations, withdrawn from membership in the Operators. Association.

After the negotiation of the agreement by the Scale Committee, the conference adjourned to enable the agreement to be submitted to a referendum vote of the miners;

and it was agreed that in the event of the agreement being adopted by a majority of the miners, the Presidents of your Union and our Association should arrange for the execution of the Agreement. Accordingly, on the 29th, instant, having been advised that a majority of the miners had adopted the agreement. I met you at Fernie, and was arranged that we should meet at MacLeod on Wednesday, the 31st instant, to execute the Agreement, providing your solicitor could be present on that date, and on Tuesday last I received a telegram at Hosmer, from you, stating that your solicitor would be at MacLeod to-day (Wednesday) and I accordingly advised the representatives of the various Companies, who are members of our Association, to attend at MacLeod today, and arranged for our solicitors to be present. Pursuant to these arrangements, we met this afternoon, when, to the surprise of every operator present, you at once stated that as the Crow's Nest Pass Coal Co., had executed an agreement since our last meeting different in terms from that agreed upon between us, you would not sign any agreement not along the lines of the agreement of that company. In reply, I pointed out to you that we were present to sign the contract agreed upon between us, and thereupon you and your associates withdrew from the meeting, after admitting that the Agreement, which had been negotiated by the Scale Committee, had been submitted to, and approved by a majority of the miners, on a referendum vote. Shortly after the breaking up of the meeting, I received your letter stating that the miners had been instructed to suspend work.

It must, I think, be apparent, that the responsibility for the failure to execute the Agreement, which had been concluded after protracted negotiations, and for any loss and inconvenience that the public may sustain or suffer must rest, not with the members of this Association, nor with the miners, whom you admit have accepted and adopted the agreement submitted to them, but with yourself.

On behalf of myself and other members of our Association I must again express regret at your refusal to execute the agreement, and that you have chosen to instruct the suspension of work in the Collieries of this country, involving the enforced idleness of thousands of workmen.

Yours truly,

(Sgd.) LEWIS STOCKETT,
President Western Coal Operators' Association.**Appeal to International President of Union**

Following are copies of the telegrams interchanged between the President of the Western Coal Operators' Association and Mr. T. L. Lewis, President of the U. M. W. of A.

Mr. T. L. LEWIS,

President of the United Mine Workers of America,
Indianapolis, Ind.

MacLeod, Alta., March 31st, 1909.

After negotiations extending over two weeks at MacLeod and at which national board member, Morgan, was present as your representative, scale committee arrived at an agreement and disbanded. Conference adjourned to enable referendum vote of miners to be taken, substantial majority voted to adopt agreement, but at meeting today arranged for by President of District No. 18 and President of Western Coal Operators. Association for the purpose of completing arrangement as arranged for before adjournment. President Sherman admitted that referendum vote was in favour of agreement but declined to complete same alleging that

as he had in the meantime made a different agreement with the Crow's Nest Pass Coal Coy., who are not members of our Association, he must have that agreement, and that would sign no other and thereupon withdraw from the meeting with his associates. This action, complete surprise to the operators whose representatives were present to execute agreement. We reply upon you to protect the reputation of your organization and prevent the repudiation of an agreement by its local officers.

(Sgd.) LEWIS STOCKETT,
President Western Coal Operators' Association.

REPLY.

LEWIS STOCKETT,
President Western Coal Operators' Association,
Hosmer Mines, B.C.

Indianapolis, Ind., April 1, 1909.

Wage contract agreed upon will be signed by our representative. We expect at all times representatives of the United Mine Workers to comply with any agreement that is made and this is especially true when ratified by referendum vote of our members. Officials of district 18 will be notified immediately.

(Sgd.) T. L. LEWIS.

A Conference followed between the parties on the lines indicated but the difficulties remained unadjusted on April 15.

FACTORY INSPECTION IN NEW BRUNSWICK.

THE annual report of the Inspector of Factories for New Brunswick was tabled in the legislature on March 22. Information from all sections of the province shows that, with the exception of lumbering manufacturing, the year has been a fairly successful one. The dullness of the foreign lumber market greatly curtailed the general shipment during the year, but the general outlook for the coming seasons appears to be much brighter. Many factories have been enlarged and a number have added improvements. Three large saw mills have been built during the year, and a new industry, known as the New Brunswick Pulp and Paper Company of Millerton, is about to start operations, which will give employment to a large number of men.

The inspector reported that the majority of factories have been conducted in compliance with the act, though improvement was possible in the case of certain city establishments in the matter of cleanliness and in some of the country saw-mills in the safe-guarding of machinery.

Child Labour.

Very few children are now employed in factory work in New Brunswick. In a few cases conditions were found to compel the employment of some who had not reached the age limit. Proprietors of factories are on the whole willing to carry out the law. In connection with the difficulty of verifying the ages of young employees an amendment to the act is suggested to make it compulsory for a

boy or girl seeking employment to present a certificate signed by his or her last teacher stating the age and last grade attained.

Safeguard of Machinery

Additional steps were taken during the year looking to the safeguarding of dangerous machinery and a gratifying decrease in the number of accidents is reported, only one fatal accident having occurred. With regard to the danger involved in repairing machinery while in motion the inspector states:—

"I believe that machinery should not on y not be cleaned while in motion, but that no belts should be adjusted while the machinery is in motion. No small number of accidents has resulted from this cause, and I would suggest that the act be amended providing that it would be unlawful to adjust any belts in factories while the machinery is in motion."

Steam Boilers.

With regard to the inspection of steam boilers the inspector says:—

I am pleased to state that, with the exception of some portable mills situated in remote districts, the law regarding steam boilers has been very favorably complied with, and it is also pleasing to note that there has not been a boiler explosion reported during the year.

Fire Escapes.

With respect to fire escapes the inspector reports as follows:—

The larger manufacturing establishments of the province, with few exceptions, have erected suitable fire-escapes. There are, however, some buildings, especially in the larger towns, which are in need of better fire protection.

Sanitation.

As to sanitation the reports is as follows:—

Much has been done since the Factories Act came into force, along the line of better sanitation. A number of improvements has been added in the larger factories, and although they are not all yet

in first class condition, the progress made is very satisfactory.

As many small towns are without a sewerage system the sanitary arrangements at factories in these places are consequently very incomplete.

No accidents resulted from elevators during the year. The food producing factories were reported in excellent condition, and ready-made clothing shops were all in as good a condition as could be desired.

In conclusion the inspector states that though the Factory Act has only been in operation a short time the labouring classes have received much benefit therefrom.

REPORT OF COMMISSION ON LABOUR ACCIDENTS APPOINTED BY THE GOVERNMENT OF QUEBEC:

THE Royal Commission appointed by the government of the Province of Quebec under a special statute passed in 1907, to enquire into the question of responsibility in connection with accidents to workman submitted its report to the legislature during the past month (*). The first sitting of the commission was held at Montreal, Que., on August 27, 1907, when M. Arthur Glozensky was chosen as chairman. The other Commissioners were Mr. Charles B. Gordon and Mr. Georges Marois.

In carrying out their investigation the commissioners ascertained the views both of employers and workmen throughout the province. A circular was issued to boards of trade, manufacturing companies and labour accident companies asking for information. Sessions were held both in Montreal and Quebec and a trip was made to Toronto where a delegation from the Canadian Manufacturers' Association was received.

The report contains a digest of the views of the more important individuals and bodies giving evidence, including the Montreal Board of Trade, the Montreal branch of the Canadian Manufacturers' Association, the Montreal Builders' Exchange, the Shipping Federation of Canada, the factory inspectors of the province, several officers of labour organiz-

ations, etc. While employers and employees differed as to the responsibilities incurred in connection with labour accidents both agreed that the present law was unsatisfactory. The views of the most important parties are set forth at length. The report also contains statistics of labour accidents in Quebec during the past few years furnished by the Department of Labour, Canada, and the factory inspectors of the province of Quebec.

A brief summary is given of legislation with respect to labour accidents, compensation, insurance, etc., in the following countries:—France, Germany, Austria, Great Britain, Belgium, Denmark, Spain, Finland, Greece, Italy, Luxembourg, Norway, Holland, Sweden, Switzerland, Russia and in the other provinces of Canada. The report also contains an analysis of various legal decisions given in the province of Quebec within the past forty years fixing the responsibility for labour accidents under the law. Some interesting references are also made as to the motives inducing the enactment of workmen's compensation legislation in Great Britain and France.

Insurance against Accidents.

The commissioners were especially requested to consider whether it is proper

to make the insurance of employees against loss occasioned by accident obligatory at the expense of employers. In this connection a summary is given of insurance legislation in effect in the following countries: Germany, Austria, Norway, Great Britain, Denmark, Italy, France, Spain, Holland, Sweden, Belgium the United States, New Zealand and Canada. From the point of view of the province of Quebec the commissioners do not believe it would be proper to adopt the principle of obligatory insurance unless the legislature is willing to create a state insurance.

Conclusions.

The Commission in conclusion recommends the enactment of a law under which accidents occasioned by the fact of or in connection with labour would entitle either the victim or his representatives to compensation at the charge of the master of the works. Such law to apply to workingmen, apprentices, foremen, engineers, managers and all employees whatsoever, engaged in the building trades, in workshops, manufactures, mills, stone, lumber and coal yards, in land or water transportation, loading and unloading, gas or electrical works, railroad or tramway construction, repairs or maintenance, waterworks, sewers, canals, dams, wharves, docks, elevators, bridges, road and street work; in warehouses, surface and deep mining, quarries, and also in all works or part of works in which explosives are manufactured or used, or in which is used machinery run by any other force than human or animal energy.

The compensation to be invariably exigible in cases of death or absolute and permanent disability.

No compensation to be granted in other cases if the accident is due to the wilful fault of the victim or to his serious and voluntary neglect of duty.

No indemnity to be exigible if the disability lasts less than seven days.

If lasting more than fifteen days, it should be due from the day of the accident.

In case of death, the compensation to be three times the annual salary of the

victim at the time of the accident, at minimum of \$1,000 and a maximum of \$2,000.

In case of absolute and permanent disability, the compensation to be the same as in case of death. In case of temporary disability, the compensation to be fifty per centum of the victim's salary, at a maximum of \$6.50 per week and minimum of \$3.25 but should the disability stand more than six months, the employer could liberate himself by depositing a sufficient sum to produce 75 per cent. of the pension paid to date, but never to exceed the maximum payable in case of death, viz.: \$2,000.

If the accident has been intentionally provoked by the master of the works, the victim to have the right to use against him any recourse under common law. And, should he fail in his lawsuit and be condemned to pay the costs, the amount thereof, in the event of his claiming indemnity under the compensation law, to be deducted from the amount which he might be granted afterwards.

A sum of \$25 to be allowed for funeral expenses.

Procedure at law to be summary, and actions resulting from labour accidents to have precedence on all other cases.

In order to prevent accidents, the Commission recommend the frequent inspection of industrial establishments and the rigid application of the law concerning same.

The chairman of the Commission is of opinion that no compensation should in any case be granted to the victim when guilty of a serious and voluntary neglect of duty or of having intentionally provoked the accident.

Bill Introduced.

Subsequent to the presentation of the above report an Act "Respecting responsibility for accidents suffered by workmen in the course of their work and the compensation for injuries resulting therefrom", was introduced with the Legislature by the Honourable the Minister of Public Works and received its first reading on March 17.

THE ELEVENTH ANNUAL MEETING OF THE CANADIAN MINING INSTITUTE.

THE Canadian Mining Institute held its eleventh annual convention at Montreal, Que., on March 3, 4, and 5, 1909. Delegates were present from Ontario, Quebec, British Columbia, Alberta and Nova Scotia.

In the annual address of the President reference was made to the growth in membership, which in 1898 amounted to 33, and at present is about 850. The last annual volume of the Institute consists of over 600 pages. It is expected that when arrangements are completed for the establishment of libraries in connection with the branches, the work of the Institute will be still further broadened.

Official Reports Read.

Among the papers read, three of the most important were those of Mr. J. McLeish, Statistician of the Department of Mines, Ottawa, giving a preliminary statement of the mineral production of the Dominion in 1908; and similar statements by Mr. J. Obalski, Superintendent of Mines, for Quebec; and Dr. W. G. Miller, representing Mr. T. W. Gibson, Deputy Minister of Mines, for Ontario.

Mr. McLeish's report on the mineral production of Canada in 1908, showed that the output was the largest in the country's history, being valued at \$87,323,849, as against \$86,842,765, in the previous year. This, was in spite of large decreases in the price of metals. Had the high prices of 1907 for copper, silver, lead and nickel been maintained, last year's products would have been worth \$8,000,000 more to the producers than was actually the case.

The superintendent of mines for Quebec, stated that the total mineral output for the province for 1908, valued at the mines, or at the nearest point of shipping, was \$5,493,664. The mining industries employed 6,324 men, whose wages for the year amounted to \$2,094,357. The biggest item of production was asbestos, the output being valued at \$2,551,596. Cement came next with \$1,127,335.

The deputy minister of mines for Ontario, gave statistics of Ontario mineral output for the year. He mentioned that the output of silver from the Cobalt district again showed a very large increase over the previous year, nearly twice as much silver having been produced. Returns from 29 shipping mines showed the ore and concentrates shipped, as approximately 25,497 tons, containing 19,296,430 ounces of silver, as compared with 14,644 tons containing 9,982,363 ounces in 1907. Valued at the average price of refined silver for the year, the production in 1908 would be worth \$10,200,865, and it represents an average return of 756 ounces of silver or \$400 per ton of ore shipped as compared with an average return of 681 ounces of silver or \$445 per ton of ore shipped in 1907. If the output of this district continued to increase at the present rate, Canada would in the immediate future, become one of the chief silver producing countries of the world. With an output of 22 million ounces in 1908, Canada probably moves up to third place, but still does not produce more than 10 to 12 per cent. of the world's output.

Other Papers.

Other papers read dealt with the following subjects: the probable effect of an acreage tax on mining lands in Ontario; the application of an acreage tax to the mineral areas of Central Canada; the electric furnace, with special reference to the electro-metallurgy of steel; metallogenetic-epochs; the mine waters of Michigan; mine expenses; probable chemical changes in the formation of a coal bed; the origin and history of coal and petroleum; the mineral resources of the serpentine belt of Quebec, etc.

One of the most important results of the deliberations of the Institute was the decision to ask for the appointment of a Royal Commission to take up the work of simplifying and co-ordinating existing mining legislation, federal and provincial.

LABOUR LEGISLATION ASKED BY A DEPUTATION TO MINISTER OF LABOUR

THE Honourable Rodolphe Lemieux, Minister of Labour, received on the 9th March, in the Parliament Buildings, a deputation from the Canadian National Association of Builders, which asked for amendment to the Industrial Disputes' Investigation Act, to permit of the application of this statute to disputes in the building trades. It was also requested that the Dominion Government should provide for some form of industrial insurance and that the various provincial acts in Canada respecting employers' compensation to workmen for injuries sustained while at work should be consolidated in a federal act so as to make the law on this subject uniform. It was represented that as matters stand there was no uniform and definite basis on which compensation for injuries was awarded and that employers were largely at the mercy of juries which were commonly sympathetic to the victim.

Mr. A. E. Lauer, Secretary of the Montreal Builders' Exchange, who spoke for the deputation on this matter, suggested that compensation for injuries should be based on the earning power of

the victim during the previous three years. The Canadian National Association of Builders' claims to speak for building contractors in all parts of the Dominion with an annual business, it is said, of over sixty million dollars. The deputation was unanimous in its approval of the principle of the Industrial Disputes' Investigation Act.

The Minister of Labour, in replying, pointed out that the Federal Government had no jurisdiction in matter of civil and property rights and that the latter came within the authority of the various Provinces. With respect to the proposal to bring the building trades within the scope of the Industrial Disputes' Investigation Act, he was personally inclined to feel that the success of this legislation in relation to public utilities justified the desire of the Canadian National Association of Builders for its extension to all classes of industries in Canada. His own opinion was that if any amendment were contemplated to the scope of the Industrial Disputes' Investigation Act, its object should be to extend its operation to additional classes of industries.

REPORT ON THE OPERATION OF BRITISH RAILWAY CONCILIATION BOARDS.

THROUGH the instrumentality of President Lloyd-George of the British Board of Trade, an agreement was signed on the 6th November, 1907, between representatives of the leading English Railways and their employees, for the reference to conciliation and arbitration of all differences arising between these railway companies and their servants relative to the rates of wages or hours of labour of any class of employees engaged in the manipulation of traffic. This agreement was only concluded after a series of prolonged conferences following on the threatened general railway strike of 1907. By resort, however, to the policy of conciliation and arbitration which it prescribed, a way of escape was found from condi-

tions of imminent danger to the entire British nation. At the present time, according to the first annual report a copy of which has been received in the department*, it is in force on forty-six of the British railways, large and small, employing over 97 per cent. of the railway servants in the United Kingdom, from which it is inferred that "the effect of the arrangements entered into is to render practically impossible a strike or lockout among the men employed in working the traffic on the railways of the country."

The assenting companies include only

* Report of the Board of Trade upon matters connected with the establishment and working of Railway Conciliation Boards, set up in accordance with the Agreement of the 6th, November, 1907. London: Wyman & Sons, Ltd., 1909. Pages, 62. Price 6d.

those having as many as 200 employees in their service, and in fact the only companies which have not adopted the scheme are small companies for which the formation of conciliation boards was not thought to be required, and a few of the larger companies to whose lines the provisions of the agreement were for special reasons unsuitable. The most important of the companies remaining outside the scheme is the North Eastern Railway Company, which has, however, adopted a plan of a rather different kind for dealing with disputes by mutual discussion between the company and its employees.

Under the Board of Trade plan for the adjustment of railway disputes, conciliation boards are formed for each railway company adhering thereto, and power is conferred upon these boards to deal with all questions referred to them by either the railway company or its employees relative to the wages or hours of any class of employees which the parties interested have been unable to settle between themselves. Applications from the men for improved conditions of service have also been put forward in large numbers under this scheme and many of

these cases have been referred, together with the proposals made by the railway companies, to the conciliation boards for their consideration. If in any local dispute the sectional board of conciliation fails to arrive at a settlement, the matters in dispute may be referred, on motion of either side, to a central conciliation board and failing an agreement by the latter resort may be had to arbitration. In this latter event the arbitrator is appointed by agreement between the two sides of the conciliation board or in default of such agreement by the Speaker of the House of Commons and the Master of the Rolls. The decision of the Conciliation Board is held, subject to certain provisions, to be final and binding on the parties and must not be re-opened within twelve months. The decision of the arbitrator is binding on all parties within the period fixed by him for the duration of his award. The suggestions of the British Board of Trade in this matter were accepted by the parties interested, on the understanding that the agreements passed, thereon, were to remain in force for at least seven years and that such agreements were to be terminable only after twelve months notice.

THE TRUCK SYSTEM IN GREAT BRITAIN.

ON April 5, 1906, a Departmental Committee was appointed by the Home Office of Great Britain to inquire into the operation of the Truck Acts, and to consider particularly whether fines and deductions from wages should be prohibited, and whether the practice of shop assistants and other employees being lodged and boarded by their employers gives rise to abuses which need to be remedied by the State. After an inquiry lasting for two years and eight months, the Committee has presented its report, upon which the present article is based.

Legislation respecting the Truck System.

In the year 1464, a law was passed regulating the woollen clothmaking industry, in which it was provided that every clothmaker shall pay to the carders,

spinners, and all other such labourers lawful money for all their lawful wages. The principle was gradually extended to other industries, and in 1701, an Act was passed in which were included, woollen, linen, fustian, cotton and iron manufacturing industries. Other Acts were passed from time to time forbidding the payment of wages in goods, but in 1831, all previous legislation on this subject was repealed, and a new law was passed, in which the truck system of paying wages was declared unlawful in a large number of specified industries. Outside of these industries, however the truck system was very prevalent until, by the law of 1887, all employees engaged in manual labour were protected against it, and provision was made for a more effective enforcement of the law. The Truck Act of 1896 dealt with fines and charges of va-

rious kinds made against workers by their employers.

Workers outside the Acts.

By various decisions of the courts it was established that only those persons are protected by the Truck Acts, who contract for their own personal labour, as distinguished from the result of their labour. Consequently, the outworkers, who are engaged in toilsome occupations in their homes, and the persons who contract are under contract to supply the results of their labour, such as when a brick-maker has contracted to make bricks, do not fall within the Acts. Inmates of charitable institutions and shop assistants are also excluded.

Deductions from Wages.

Deductions from wages are divided into the following five heads: (1) Deductions of payments made in respect of fines. (2) Deductions or payments made in respect of damaged goods, spoilt work, etc. (3) Deductions or payments made in respect of materials, etc. (4) Deductions made in respect of benefits or advantages provided by the employer to the worker, permitted by the Acts of 1831 and 1887. (5) Deductions for benefit societies and hospitals.

Recommendations of the Committee.

The majority report of the committee

contains 31 recommendations, the principal ones of which may be summarized as follows:—

The extension of the Truck Acts to outworkers, and the extension of the powers of the Factory Inspectors with regard of the enforcement of the Acts to docks and warehouse. The total abolition of fines in the case of young persons of sixteen and under in all employments. The regulation by law of the system of fining, making the maximum fine to five per cent. of the wages of a workman for a week, and prohibiting the exaction of any fines not specified in agreements publicly posted at the works. The prohibition of deductions from wages in respect of materials which go into the substance of the fabric or product, the use of tools, machinery, standing room, light, heat, etc., the provisions of mess rooms and similar facilities, and benefit societies outside the employment.

In a minority report, signed by two members of the commission, the opinion is expressed that disciplinary fines, deductions for bad work and injury to materials, the living-in system, and the bonus system should be prohibited by law, and that no deductions should be permitted in respect of the supply of tools, fuel, uniform, or other services, or in respect of medical attendance. It is also recommended that the Truck Act should be extended to omnibus conductors, tramcar drivers and goods guards.

ECONOMIC PRIZES OFFERED BY A CHICAGO BUSINESS FIRM.

IN order to arouse interest in the study of topics relating to commerce and industry, and to stimulate those who have a college training to consider the problems of a business career, a committee of five, made up of Professors of Economics in Universities in the United States, has been enabled through the generosity of Messrs. Hart, Schaffner and Marx, a Chicago business firm, to offer in 1910 certain prizes for essays under two general heads. The competitions are not confined to the subjects mentioned by the Committee, but any subject chosen must first be approved

by the Committee. The Chairman of the Committee is Professor J. Lawrence Laughlin, University of Chicago. Under the first head subjects intended primarily for those who have had an academic training are suggested, namely, as follows:—

1. The effect of labour unions on international trade.
2. The best means of raising the wages of the unskilled.
3. A comparison between the theory and the actual practice of protectionism in the United States.
4. A scheme for an ideal monetary system for the United States.

- 5. The true relation of the central government to trusts.
- 6. How much of J. S. Mill's economic system survives?
- 7. A central bank as a factor in a financial crisis.

Under the second heading the following subjects are suggested for those who may not have had an academic training.

- 1. The most practicable scheme for beginning a reduction of the tariff.
- 2. The value of government statistics of wages in the last ten or fifteen years.
- 3. Opportunities for expanding our trade with South America.
- 4. The organization of the statistical work of the United States.
- 5. Publicity and form of trust accounts.

Under the first heading a first prize of \$600, and a second prize of \$400 are offered, and under the second heading a prize

of \$500 is offered for the best studies presented. A second series of prizes under the first heading, consisting of a first prize of \$300 and a second prize of \$200, are offered to undergraduates of any American College.

Competitors are advised that the studies should be thorough, expressed in good English, and although not limited as to length, should not be needlessly expanded. They should be inscribed with an assumed name, the class in which they are presented, and accompanied by a sealed envelope giving the real name and address of the competitor. If the competitor is in Class B, the sealed envelope should contain the name of the institution in which he is studying. The papers should be sent in on or before June 1, 1910 to J. Laurence Laughlin Esq., University of Chicago, Chicago, III.

STATEMENT RE GOVERNMENT RAILWAYS OF CANADA BY THE HON. THE MINISTER OF RAILWAYS AND CANALS.

IN the course of a general statement by the Honourable the Minister of Railways and Canals to the House of Commons concerning the Government Railways of Canada, on March 16, 1909, the following table shewing the increases made to employees on the Intercolonial railway system during 1907-8 was given:-

Class of Employee.	Aggregate Increase Per Annum
Trackman.....	\$ 50,000
Mechanical department employees.....	100,000
Station staff.....	27,605
Stores department employees.....	3,024
Electrical department employees.....	720
Ferry service employees.....	600
Watchmen	600
Officials and clerks.....	23,440

To employees on the Prince Edward Island Railway the following increases were given:

Class of Employee.	Aggregate increase Per Annum
To trackmen.....	\$ 4,768
To freight porters.....	394
To mechanical department employees....	6,160

The Hon. Minister also gave a detailed account of progress made in the construction of the National Transcontinental Railway.

In discussing the revenue and expenditure of the Interconial system, of which detailed statistics were given, it was stated that a system of branch lines would have to be obtained if the government is to continue to operate the railway. It was also announced that the government would place the management of the Intercolonial under a board of four to be responsible to the government and report monthly to the Minister. The Board will consist of two high officials now on the Intercolonial, the Deputy Minister of Railways and Canals, and a fourth experienced official from one or other of the great railways.

DOMINION COAL COMPANY, LIMITED, EMPLOYEES' RELIEF FUND, RESERVE BRANCH—FOURTEENTH ANNUAL REPORT

THE fourteenth annual report of the Committee of Management of the Reserve Branch of the Dominion Coal Company Employees' Relief Fund, for the year ending December 31, 1908, was recently printed for distribution.

Total receipts amounted to \$16,820.46, disbursed as follows:—

1. On sick and accident claims, \$5,498.50;
2. To survivors of deceased members,

\$1,982.00; leaving a balance, cash in bank, of \$8,840.71.

Total expenditures exceeded those of 1907 by \$2,697.10, while collections for monthly dues fell off by \$529.65.

The difference in the Government's and Company's allowances made a decrease of \$1,059.30 in the income of the year.

Assets are estimated at \$11,904.15, being \$1,508.85 less than last year.

RURAL MAIL DELIVERY IN CANADA—REGULATIONS ISSUED BY THE POST OFFICE DEPARTMENT.

IN connection with the inauguration of a system for the delivery and collection of rural mail in Canada, which as previously announced has been under careful consideration for some time past by the Postmaster-General, regulations were issued during March by the Post office Department of Canada for the practical guidance of the patrons, postmasters and couriers concerned.

The delivery and collection of rural mail will be undertaken by the Department in the first instance in districts along and contiguous to the line of travel of existing stage routes of one mile and upwards in length, on receipt of a properly signed petition for such service from the residents of the district traversed. Any person within such districts, and not within a quarter of a mile of the limits of any city, town or village, may take advantage of the opportunity afforded, provided he obtain and erect a box, known as the King Edward Mail

Box, on the road side, located in such a manner that it may be reached by the courier without dismounting from his vehicle or horse. The cost of the box, with necessary fittings, is \$3.00, and it can only be obtained from the Post office Department of Canada. The mail is to be delivered at the designated point at the risk of the addressee, and only upon a request in writing from the addressee.

The regulations contain full instructions as to the erection, painting, lettering, etc., of the box, together with an explanation of its mechanism. All mail matter to be despatched in such a box must be fully prepaid.

The regulations also contain full instructions to postmasters and couriers as to their duties in connection with the delivery of rural mail.

For full particulars with reference to the system, application should be made to the Post office Inspector, or to the Mail Contract Branch of the Post Office Department, Ottawa.

SCHOOL SAVINGS IN THE TOWN OF ST. LOUIS, P.Q.

UNDER date of March 1, 1909, the following financial statement was issued by Mr. G. M. La Pailleur as Treasurer of the Economie Scolaire (School Savings' Bank) of the town of St. Louis, Que., founded July 22, 1907:

Receipts:

Deposits of 2,191 children..	\$ 6,852.61
Sundries.....	83.31

Total.....\$ 6,935.92

Expenditures:

Deposited in bank to the credit of 795 children by 1,398 cheques.....	4,338.00
Paid on account of death,	

departure or want.....	412.61
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Total.....	\$ 4,750.61
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Surplus.....	\$ 2,185.32
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TRAIL ROCHDALE CO-OPERATIVE ASSOCIATION OF TRAIL, B.C.—FIRST ANNUAL REPORT.

THE first annual balance sheet of the Trail Rochdale Co-operative Association, for the period ended December 31, 1908, showed a balance of net profits amounting to \$1,629.10. Out of this sum, 5 per cent. was paid on capital stock, 10 per cent. on coupons to members and 3 per cent. on non-members' coupons, besides a liberal contribution to sinking fund.

The general meeting of the stock holders was held on January 8, 1909, when the above statement was formally ratified. The assets of the Association are set forth as follows:

ASSETS.

By Stock on hand.....	\$ 3,513.05
Cash on hand.....	520.64
Outstanding accounts....	2,953.47
Fixtures.....	497.15
General expense.....	2,793.58
	<hr/>
	\$10,277.89

LIABILITIES.

To Subscribed capital.....	\$ 2,854.00
Outstanding accounts....	2,742.48

Net profits, June B.S.....	258.73
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Gross profits.....	4,422.68
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	\$10,277.89

By-laws.

Under the by-laws of the Association, which was incorporated November 8, 1907, the objects of the Association include the carrying out of any wholesale or retail business, the lending of money to members, and the operation of branches in any part of the Province. The capital of the Association is unlimited and is made up of shares of \$5.00 each. The enrollment fee is placed at \$1.00. No member is allowed to hold more than 50 shares, and the maximum interest on shares is fixed at 5 per cent. Sales are for cash except that a member may obtain merchandise to the value of 50 per cent. of his share capital on a credit of 30 days. Profits are distributed semi-annually. Three per cent. of profits, and the whole of the enrollment fees are placed as reserve fund for contingencies. The by-laws also deal with the settlement of disputes, the recovery of dues, the payment of dividends, remuneration of employees, officers, elections, etc.

NIGHT WORK FOR WOMEN IN ONTARIO—REPRESENTATIONS TO GOVERNMENT ON BEHALF OF LABOUR.

A joint committee representing the Trades and Labour Congress of Canada and the Toronto Trades and Labour Council waited upon the government of Ontario during March in the matter of the granting of certain permits to manufacturing establishments to work two shifts, involving the employment of women at night. The follow-

ing is a copy of the memorandum presented by the committee:

Memorandum.

Memorandum for the information of the Honorable the Attorney-General for the Province of Ontario respecting the application by the Toronto Trades

and Labor Council and the Dominion Trades and Labor Congress for the revocation of all permits allowing women to work at night.

The whole scheme of the Factories Act is to make regulations for day work and prohibit night work for children, young girls and women. The references in the Act are to "Day Work" and regulations with respect to meal hours, etc., point in the same direction.

Wherein some particular industry it was thought desirable to permit of work being done after six o'clock p.m. the Act expressly gives permission. See Section 30 as to Canning Factories.

By section 9 (1) the day's work for children, young girls and women is fixed at ten hours with the restriction of sixty hours for a week unless a different apportionment is made to give a shorter day's work on Saturday, and by the amendment—4 Edward Seventh Chapter 26, Section 1, it is provided that the hours of work in any day shall not be later than 6.30 p.m. unless there is a special permit from the Inspector.

By section 10 women are allowed to be employed in Canning Factories later than 9 p.m. during certain months, "Notwithstanding anything contained in this Act." Were it not for this the employment of women in such circumstances would not have been permitted under the Act. There is no provision in the Act other than this by which women are allowed to work later than 9 p.m. or before 6 a. m.

The Inspector is allowed to give permission for *overtime* in certain cases. The first two do not and cannot apply in the case of the Toronto Carpet Company. The permit granted to that Company was granted under the third heading—where the "exigencies of trade" require it.

The exigency of trade here referred to refers to trades which in the nature of things must be operated at night in order to allow of operation in the day time. That does not apply in the case referred to. But assuming that the exigency of trade enables the Inspector to grant permission, that permission cannot give any greater freedom to the employer than to enable women employees to work up to 9 p. m. (except in the case of Canning Factories), section II specifically states with respect to this permission that no women shall be employed before 6 a.m. nor after 9 p. m. As stated before, the exemption when granted, simply allows overtime for those who work in the day and there is no power to grant exemption for the employment of women all night.

By section 27, the Act is stated not to apply where a mechanic, artisans or laborer works only in repairing machinery or any part of the factory at night. That is work usually done at night when the machinery is not use but so strict are the provisions of the Act against night work that it was thought necessary to make a provision in section 27, in order to cover that class of work.

Reference to schedule "E" which is to be posted up in Factories would show that it applies only to work done in the day time.

The application for revocation of exemptions is based upon general public policy which was heretofore declared against night work by women, young girls and children. On public grounds it is contended that such work is physically and morally injurious to those individuals and to permit of the continuance of the permits already granted would simply mean the renewal of the struggles that it was thought had been successfully fought at the time of the passing of the Factories Act.

THE WOOLLEN INDUSTRY IN GREAT BRITAIN—REPORT BY SPECIAL OFFICER OF THE DEPARTMENT OF CUSTOMS, CANADA.

DURING the month of March a special report on the woollen industry of Great Britain by Mr. Thomas Costello, special officer of Customs, was issued by

Order of Parliament. The report contains a complete list of wages now paid in the districts of Bradford, Leeds and Huddersfield to operatives in the manu-

facturing of woollens and worsteds, when paid by the day and week; schedules of prices for the different processes when done by commission, combers and spinners, and also by piece workers, together with estimates showing the ratio that labour bears to materials and fixed charges from actual results as procured from different manufacturers.

In order to make a comparison between cost of Manufacturing in Canada and in Great Britain, it would, in the opinion of Mr. Costello, be necessary to take into account the following items viz:

1. Wages;
2. More expensive factory buildings owing to rigorous climate;
3. Extra cost of heating same;
4. Additional buildings required for storing large quantities of raw material;
5. Extra capital employed in carrying larger stocks, owing to being far removed from the base of supply, and also that mills are practically compelled by local market conditions to purchase twelve months' supply of Canadian wools after shearing season;

6. Higher rate of interest on money employed;
7. Increased cost of machinery;
8. More expensive motive power owing to higher prices for fuel;
9. Owing to Canadian mills having a limited market, they are compelled to show a large number of designs each season and manufacture from comparatively short warps, which interferes with production and increases cost;
10. The specialization which is so general in Yorkshire has many advantages in lowering the cost of production, and also enables manufacturers in England to do a large volume of business on a comparatively small capital, which is not possible in Canada.

Men engaged in wool scouring and dyeing in the three English districts mentioned receive an average of five dollars and sixteen cents a week; in the rag department the average wage of feeders of machines is \$4.87. Under the heading of scribbling and carding, women and girls earn from \$3.16 to \$3.65 per week, while men earn on an average \$4.87 to \$6.08. For spinners the average for men is \$6.08 to \$7.39; for boys \$2.92 to \$3.40 and for girls \$2.45 to \$2.68.

PROTECTION OF RAILWAY EMPLOYEES—REGULATION OF BOARD OF RAILWAY COMMISSIONERS RE TRAIN EQUIPMENT, QUALIFICATIONS OF TRAIN CREWS, ETC.

IN the matter of a Memorial of the Trainmen's Association of Canada, for the adoption of certain regulations having in view the protection of employees of railway companies subject to the jurisdiction of the Board of Railway Commissioners for Canada, an order was recently issued by the Board, after hearing representations on behalf of both of the companies and the employees, as follows:—

1. No freight train, except work or construction trains of fifteen cars or less, now in service, shall be made up or allowed to proceed upon its journey unless at least three quarters of the cars composing such train have air brakes in good working order.

2. The number of cars that may be drawn in freight trains shall be left entirely to the judgment of the operating officials of such railway companies; in all cases, however, in which it may be found necessary to double-head, the leading engine shall control the train.

3. Every road locomotive engine shall be equipped with a step or steps and hand-

holds on both sides of end at or near the rear ends of tenders; foot-rests shall be provided on the pilots of every such engine, sufficiently wide for a man to stand on; every switching or yard engine shall be equipped with foot-boards and head-lights on the front and rear ends of the engine and tender, such foot-boards to be not less than ten inches wide; the back of such foot-boards shall be protected by a board not less than four inches high, and if cut in the centre, the inner ends shall be protected in like manner; and foot-boards and head-lights shall be placed on the rear end of the tender of every road locomotive engine used for switching services, except in cases of emergency; in no case, however, shall any engine be continuously used for switching purposes for more than twenty-four hours without such equipment.

4. The number that shall comprise the switching engine crews shall be left entirely to the judgment of the operating officials; on *main lines* light engines shall not be run a distance greater than

twenty-five miles in any one direction without a conductor, in addition to the engineer and the fireman; and on *branch lines*, the operating officials shall determine the necessity of requiring conductors on light engines.

5. Every locomotive engineer of such companies must have at least one year's continuous experience as a fireman, pass a satisfactory examination in regard to the proper care of locomotive engines, the handling of air brakes, and train rules and regulations, be at least twenty-one years of age, and undergo an eye and ear test by a competent examiner before being eligible for appointment as such engineer. Except in cases of emergency, every conductor of such companies must have at least one year's experience as brakeman or conductor and be at least twenty-one years of age before being eligible for appointment as such.

6. The telegraph operators of such companies required to handle train orders shall be at least eighteen years of age, able to write a legible hand, to send and receive messages at the rate of not less than twenty words a minute, and be thoroughly familiar with and required to pass an examination upon train rules before a competent examiner.

7. Every employee of such railway companies engaged in operating trains shall, before undertaking such duties, be required to undergo a color test by a competent examiner.

8. All railway companies shall strictly conform to the rules and regulations, from time to time approved by the Master Car Builders' Association, governing the loading of lumber, logs, and stone on open cars, and the loading and carrying of structural material, plates, rails, and girders. No material of any kind shall be carried upon the roofs of cars.

9. All open drains crossing tracks in the yards of such companies shall be covered for five feet on each side of the rails, except in times of flood when temporary open drains may be provided; semaphore and signal wires, when they cross under tracks, shall be carried in pipes or boxes; new buildings and semaphores and poles erected shall be placed not less than six feet from the rail of the main track; water stand supply pipes shall be fastened parallel with the main line; and enginemen shall be required to see that this is done after using such pipes.

10. Every person or company offending against any of the foregoing provisions shall forfeit and pay the sum of \$50.00 for every such offence.

PROGRESS OF WORK ON EASTERN DIVISION OF THE NATIONAL TRANS-CONTINENTAL RAILWAY.

THE accompanying table was presented to the House of Commons on March 3, by the Hon. the Minister of Railways and Canals in reply to a motion. The table shows the various quantities of work of each description or class actually executed by the several contractors, and certified as correct by the engineers and paid for up to 31st December, 1908, upon

the several sections. Where the sections have not been completed the table shows the various chief engineers' estimate of the quantities of the various class of work remaining to be executed, together with an estimate of the cost of completing the same, based on the contractors prices attached to each tender.

STATEMENT SHOWING PROGRESS OF WORK ON EASTERN DIVISION OF NATIONAL TRANSCONTINENTAL RAILWAY.

Mileage from Moncton.		Description.	No. of Miles.	Amount of Estimate on which Contracts were let.	Date of	
From	To				Contract.	Comple- tion.
0.00	50.00	Moncton to near Chipman.....	50.00	\$ 989,895.90	Mar. 14, '07	Sept. 1, '08
50.00	58.55	Near Chipman easterly 8.55 miles.....	8.55	289,190.62	Aug. 23, '07	Aug. 1, '08
58.55	97.60	Near Chipman westerly to I.C.R. crossing.....	39.05	767,434.95	Mar. 28, '08	Sept. 1, '10
97.60	164.00	I. C.R. crossing to Mile 164.....	66.40	1,898,124.21	" 28, '08	" 1, '10
164.00	195.80	Mile 164 to Grand Fall.....	31.80	1,646,253.65	" 28, '08	" 1, '10
195.80	256.68	Grand Fall to New Brunswick boundary.....	60.88	1,385,941.09	" 9, '07	" 1, '10
456.68	309.74	N.B. boundary to 150 miles east of Quebec Bridge.....	143.06	2,377,409.00	" 28, '08	" 1, '10
		From Quebec Bridge 150 miles eastward	8.89	5,011,346.50	" 9, '07	" 1, '09
309.74	459.74	Quebec Bridge link (not included in estimate).....	1.11			
459.74	509.74	Quebec Bridge westerly 50 miles.....	100.00	3,807,719.54	" 15, '06	" 1, '07
609.74	654.74	150 miles west Quebec Bridge to near Waymontachene.....	45.00	1,691,073.41	Mar. 13, '07	" 1, '08
654.74	656.07	To be included in this contract.....	1.33	Not let.		
656.07	877.75	Near Waymontachene to near Harricanaw River.....	221.68			
877.75	1,027.75	Near Harricanaw River to Junction T. & N. O. Ry.....	150.00	3,386,901.42	" 14, '07	" 1, '09
1,027.75	1,127.75	Junction T. & N. O. Ry. for 100 miles west	100.00	3,936,566.00	" 28, '08	" 1, '10
1,027.75	1,171.85	100 miles west of Junction T. & N. O. Ry. to west end of District 'D'.....	44.10	Not let.	" 28, '08	" 1, '10
1,171.85	1,334.35	West end of District 'D' westerly.....	162.50	"		
1,334.35	1,409.35	From 19½ miles west of Mud River, easterly	75.00	2,101,499.88		
1,409.35	1,429.76	From 19½ miles west of Mud River to west end of District 'E'.....	20.41	Not let.		
1,429.76	1,557.80	From westward District 'E' to Lake Superior Junction.....	128.04	"		
1,557.80	1,804.66	From Lake Superior Junction to west bank of Red River.....	246.86	13,101,398.2	May 15, '06	" 1, '07

THE CO-OPERATIVE UNION OF CANADA—ORGANIZATION MEETING AT HAMILTON, ONT.

THE first Congress of Canadian Co-operative Associations to be summoned in Canada was held at Hamilton on Saturday, March 6.* The object of the meeting was the formation of a co-operative union for Canada, based on the lines of the similar Union in Great Britain, which is at present representative of the principles and policy of nearly 2,500,000 persons, who with their families make up about 25 per cent. of the population of the United Kingdom.

The following societies were represented at the Convention: The Workmen's Store Company, Dominion, C.B.; the

Glance Bay Co-operative Society, Glance Bay, C.B.; the Guelph Co-operative Society, Guelph, Ont.; the Hamilton Co-operative Concern, Hamilton, Ont.; and the Brantford Co-operative Association, of Brantford, Ont. Though a number of societies in British Columbia were unable to send delegates, it is expected that all will affiliate with the Union.

Officers were elected as follows:—

President.—S. Carter, Guelph, Ont.

Vice-president.—J. P. Whelan, Hamilton, Ont., R. H. Coats, Ottawa. A. McMullen, Dominion, C.B.

Secretary.—Geo. Keen, Brantford, Ont.

Treasurer.—V. S. Clowes, Hamilton, Ont.

* For copy of circular communication summoning the Congress see the *Labour Gazette* for March, 1909, page 6.

Constitution Adopted.

A constitution was adopted after a full discussion by the congress.

Objects.—The objects of the Union were declared to be as follows:

(a) The recognition by affiliation with the Union, of all *bona-fide* co-operative associations in the Dominion of Canada in order that the public may be able to distinguish the same from institutions which are now, or may hereafter be, organized with a co-operative title for purposes of personal or private advantage or profit, and so avoid the injury which would otherwise be occasioned to the co-operative movement.

(b) The propagation in the Dominion of Canada of co-operative principles, as above mentioned, to the end that the practice of truthfulness, justice and economy in production and exchange may be promoted, and the conflicting interests of capitalist, worker and purchaser may be conciliated by an equitable division among them of the fund commonly called "profit", and preventing the waste of labour now caused by unregulated competition.

(c) To cultivate a spirit of mutual service by self-abnegation expressed in the co-operative motto, "Each for all and all for each," and to promote by the same means moral, educative and refining enterprises designed for the improvement of the people generally.

Membership.—The Union is to consist of all co-operative Associations or Societies. Joint Stock Companies and other bodies corporate which are now, or which may be hereafter, admitted by the Union. Individuals may be elected by Congress as honorary members thereof, but they shall have no power to vote on any question arising at any meeting held by or under the auspices of the Union.

Each applicant for admission shall be deemed by such application to accept as the principle by which all its business transactions shall be guided the desire to promote the practice of truthfulness, justice and economy in production and exchange,

1. By the abolition of false dealing, either.

(a) *Direct* by representing any article produced or sold to be other than what it is known to the producer or vendor to be; or

(b) *Indirect*, by concealing from the purchaser any fact known to the vendor material to be known by the purchaser to enable him to judge of the value of the article purchased.

2. By conciliation the conflicting interests of the capitalist, the worker and the purchaser, through the equitable division among them of the fund commonly known as *Profit*.

3. By preventing the waste of labour now caused by unregulated competition.

No Society shall be admitted into the Union unless its management is of representative character.

No Society shall be admitted into the Union which permits its members more than one vote in the determination of any question before any meeting, and, in the election of officers, one vote each for as many candidates as are required.

Fees.—A nominal entrance fee of one dollar shall be charged every Society which is admitted to membership in the Union.

Every Society, so long as it remains a member of the Union, is required to make, annually, for its support, the contribution following:—

(a) If the number of members of any such Society is less than one thousand, then the sum of 50 cents for every 100 members.

(b) If the number of members exceed 1,000, then, at least, the sum of \$5.00.

Government.—The Union shall be governed by a general meeting called the Congress, which shall be held annually, at such time and place as may be determined by the preceding Congress.

Each Society entitled to appoint delegates may send—

(a) If the number of its members is not over 125, one delegate.

(b) If the number is over 125, one delegate for each 125, or fraction thereof, for whom it has paid the annual contribution requested.

A delegate must be a member of the Society he represents.

Administration.—The affairs of the Union are to be administered by an United Board elected by the Congress, and consisting of such number of members as the Congress may appoint, but no two members of the United Board shall be delegated by any one Society.

Sectional affairs pertaining to the Union shall be administered by a Sectional Board, to which there shall be assigned such sectional districts as the Congress may direct from time to time, which, subject to such direction, shall be as follows:—

1. *The Maritime Limits*—Nova Scotia, New Brunswick and Prince Edward Island.

2. *Central Limits*.—Ontario and Quebec.

3. *North-Western*.—Manitoba, Saskatchewan and Alberta.

4. *Coast*.—British Columbia.

The delegates elected to Congress shall be, by virtue of their appointment, members of the Sectional Boards.

The members of each section shall regulate for themselves their times and places of meeting, and shall determine all administrative questions arising within their respective district, but shall act in their own name only, and shall be subject to the regulations from time to time made by the United Board.

All members of each section shall, notwithstanding their independent election, be regarded as officers of the Congress and honorably bound to carry out any line of policy adopted by it.

Application of Profits.—Any surplus of income after providing for all expenses connected with the business, is to be carried to a reserve fund, which shall be applicable in such manner as the United Board, subject to any resolution of the Congress from time to time direct, for the promotion of co-operative action among the members of the Union or the public generally—

1. By means of grants either made to the various sections, or to any co-operative association or other body connected with any such section, under such conditions as the Board fixes from time to time;
2. For the establishment or aid of any Society;
3. For promoting the preparation, publication or sale of any work on co-operative matters;
4. For lectures, meetings, or any other means of propaganda, or any other operation they may judge expedient for promoting the spread of co-operation, or of education generally among the members of co-operative societies, or for advancing or defending the interests of societies members of the Union;

5. For combined action in connection with any association for the promotion of co-operation in other countries;

6. For travelling expenses connected with any such action as aforesaid.

Resolution Requesting Legislation.

During the session of the Congress the following resolution was passed requesting the Ontario Government to provide better facilities for the incorporation of co-operative societies:

“Resolved that representations be made to the provincial Secretary in favour of the amendment of the Joint Stock Companies’ Act in the following respects:—

1. Define a co-operative society having the privilege of incorporation as such as one,

(a) paying out more than 6 per cent. interest on its share capital, surplus profits being divided amongst the purchasers in such proportions as between members or non-members as the Society may elect subject, however, to the right to create therefrom a Reserve fund and to make gratuities to public institutions or to funds established in the interests of the Co-operative movement.

(b) Not entitled to grant remuneration either by way of bonus stock, cash commission, or salary, in any other manner out of the capital subscribed for services rendered in the promotion thereof;

(c) Allowing each member to have one vote only, the same to be exercised by personal attendance at the meeting at which such vote is given, no voting by proxy being allowed and,

(d) Requiring immediately after incorporation the holding of a general meeting of its members for the purpose of electing its directors and other executive officers.

2. Co-operative Societies to have members liability limited to the face value of the shares held;

3. That the fee for registration of a co-operative Society shall not exceed \$5.00.

DISCUSSION RE CO-OPERATIVE SOCIETIES IN THE HOUSE OF COMMONS.

IN a discussion in the House of Commons on March 10th, Mr. F. D. Monk, M.P., for Jacques Cartier, Que., requested that the government take up again the measure providing for the incorporation of co-operative societies which was passed by the House of Commons during the session of 1908, but which was defeated in the Senate. In reply to Mr. Monk the Honourable Rolph Lemieux, Minister of Labour, stated that the government had not changed its view with regard to the usefulness of co-operation, and would be

ready to support a bill of the same nature as that of 1908, but that in view of the opposition of the provincial governments on the grounds that the measure would constitute an infringement of provincial rights, the government would prefer to delay action until such time as the sentiment in favour of co-operation became more pronounced throughout the Dominion. At present the two most important provinces, Ontario and Quebec, are opposed to the passing of such legislation by the Dominion.

RECENT INDUSTRIAL AGREEMENTS.

Agreement between Hamilton Street Railway Co and Its Employees.

THE following is the full text of an agreement entered into by the Hamilton Street Railway Company with its employees on March 23, 1909:—

Memorandum of Agreement made and entered into this 23rd day of March a.d. 1909, between the Hamilton Street Railway Company, hereinafter for convenience sake called "the Company" Party of the first Part, and the Amalgamated Association of Street and Electric Railway Employees of America, Division No. 107 of Hamilton, Ontario, hereinafter, for convenience sake, called "the Association," Party of the second Part.

WITNESSETH; That in the operation of the line of the Party of the first Part, both parties hereunto mutually agree as follows:—

Section 1. That the Company, through its properly accredited Officers, will continue to treat with its employees who are members of the Association, through the properly accredited Officers and Committees of said Association.

Section 2. That during the continuance of this agreement, the wage scale shall be as follows:—

Motormen and Conductors shall be paid for the first year's service at the rate of sixteen cents (16c.) per hour. For the second year, eighteen cents (18c.) per hour and after the second year's service shall be paid twenty cents (20c.) per hour.

Section 3. All extra Motormen and Conductors who report at Car Barns and relief changes, shall be paid a guaranteed minimum wage by the Company of six dollars (\$6.00) per week, but should an extra Motorman or Conductor fail to report at any time during the week, then the Company will not be required to guarantee him the six dollars (\$6.00) per week.

Section 4. For all work performed over the scheduled time and for all work performed on Sundays, Conductors and

Motormen shall be paid at the rate of two cents (2c.) per hour extra, twenty-five cents (25c.) being the minimum amount to be paid for any one run.

Section 5. All work for extra men shall be divided, as nearly as practicable, equally among them. In order to establish a reasonable work day for Motormen and Conductors in future there shall be established the priority system of dealing out runs, as follows:—

(a) Each Motorman and Conductor to hold his promotion in accordance with his continuous age in the service and to have the right to select his runs in accordance with his age in the service of the Company.

(b) All runs to be posted for Motormen and Conductors to make their selection as to runs they may desire at least once in each three months, commencing the first days of January, April, July and October each year. Should there be a vacancy between the periods of selection the runs will be filled for the remainder of the period by the senior men on the extra list.

(c) All runs shall be scheduled and divided in such a manner as to give as many regular day runs as possible of between ten (10) and eleven (11) hours each, and to be completed inside of twelve (12) consecutive hours with a leeway of half trips to complete schedule.

(d) As many runs as possible shall be scheduled and divided in runs, to be known as late regular runs of ten and one-half (10½) to eleven and one-half (11½) hours work day, and to be completed inside of twelve and one-half (12½) consecutive hours with a leeway of fifteen (15) minutes to complete schedule.

(e) The next runs to be known as mixed runs, and to be scheduled in the shortest number of hours possible to arrange them.

(f) The late regular runs and mixed runs to be scheduled and arranged in such a manner as to give these men every third week nights off.

(g) The balance of the runs to be known as swing runs and to be scheduled in the shortest number of hours possible

to arrange them. The ^Tswing^T runs to be not more than twelve (12) hour work day, and to have at least one (1) day off each week.

Section 6. In case where an employee is required by the Company to secure evidence in connection with accidents, collisions or for any other cause, or is taken off duty by the Company to give evidence in legal or other matters, the said employee shall be paid for loss of time, the same pay he would have received had he been working at his regular employment.

Section 7. Every Mortorman and Conductor who has been continuously in the Company's service for a period of six (6) months prior to the letting of contracts for uniforms, shall be supplied with a uniform suit upon the following conditions:-

(a) It is understood and agreed that the Association shall have the right to purchase uniforms in the open market, but the style, color and finish shall be subject to the Company's approval and the Company agrees to pay one half the cost of the uniforms for each man who has been in the employ of the Company for six (6) months prior to the letting of said contracts.

(b) It is further agreed that in case any employee leaves the service of the Company within one (1) month after receiving his uniform, the Company may retain from his wages the said one-half cost of his uniform, and any employee leaving the service of the company with three (3) months of the time of receiving his uniform the Company may retain from his wages one quater ($\frac{1}{4}$) of the cost of said uniform.

(c) Whenever uniform overcoats are required by the Company the preceding provisions of this section shall apply to same.

Section 8. In case of breakage or any other damage to cars while in the charge of employees, they will be liable only for such breakage and damage as has been caused by their negligence or carelessness, any payment in respect of damage so caused to be not greater than one-half the actual cost of repair thereof.

Section 9. Conductors to be supplied by the Company with a sufficient quan-

tity of tickets to run their cars, provided the said Conductors pay to the Company one-half of the cost of a guarantee bond covering the amount of tickets furnished.

Section 10. Any member elected or appointed to an office in the Association shall be permitted to serve in such official capacity without prejudice to his service or line of promotion in the employment of the Company.

Section 11. In case any member of the Association is suspended or discharged for any cause whatsoever, the Company through its Manager upon request in writing shall grant an interview to the Grievance Committee, and if upon investigation it is found by the Manager that the man is not at fault, he shall be reinstated in his former position, and paid for all time lost in the discretion of the President of the Company to whom the matter can be referred.

Section 12. All differences between the Company and the Association shall be adujsted as follows:-

Any and all differences or disputes arising between them shall be submitted through the properly accredited Committee of the Association to the Manager, in writing, and if they cannot agree, the President or General Manager may be called into confereene.

Section 13. This agreement and all provisions contained therein shall remain in force and be binding on the representative parties until the first day of April 1912.

IN WITNESS WHEREOF the parties hereunto set their hands the day and year first above written.

Hamilton Street Railway Company,
by

(Signed) EDEE H. P. COLEMAN,
Manager.

Division No. 107 of the Amalgamated Association.

by
(Signed) GEORGE ARMSTRONG,
President.

" ALEX. LAMOND,
Sec.—Treas.

Signed in the presence of:

T. B. GRIFFITH.
D. N. MILLER.

Agreement Between the Mason Builders' Association and the Bricklayers' and Masons' Union, No. 1, of Hamilton, 1909-1912.

It is mutually agreed by the Mason Builders' Association of Hamilton, Ontario, and the Bricklayers' and Masons' Union, No. 1, of Hamilton, Ontario, affiliated with the Bricklayers' and Masons' International Union, of America, as follows:—

SECTION 1. The wages of the Bricklayers and Masons shall be 50 cents per hour, 8 hours to constitute a day's work, 5 days of the week, 4 hours on Saturday, from April 1st, 1909, to April 1st, 1912; the working hours to be from 8 a.m. to 12 noon, and from 1 p.m. to 5 p.m. During the fall and winter months one-half hour for lunch will be permitted.

SEC. 2. Except in extreme emergency, no work shall be done between the hours of 5 p.m. and 8 a.m., from April 1st, 1909, to April 1st, 1912. Emergency work shall be paid at the rate of time and one-half. The shop steward and employer shall determine what constitutes emergency work.

SEC. 3. When working three shifts, no employee shall work more than eight (8) hours in the twenty-four (24).

SEC. 4. Pay-Day—All wages shall be paid fortnightly on or before 12 o'clock noon, Saturday; pay time to close night before pay day. All waiting time to be paid at the rate of double time.

SEC. 5. Any member of the Journeyman's Union taking a withdrawal card for the purpose of contracting shall be entitled to membership only by paying the full initiation fee.

SEC. 6. Members of the Mason Builders' Association shall, in giving employment to workmen, give such to the members of the B. and M. I. U. The Union to be composed of strictly journeymen.

SEC. 7. All brick work, such as sewers, conduits, gully drains, tanks, and work in wet soil; all stone work over eight (8) feet below grade line, in trenches or wet soil; all independent stacks over thirty (30) feet high, stacks carried up with walls of buildings after clearing and be-

coming independent of walls, also fire brick work, shall be paid at the rate of five (5) cents extra per hour. The classification of work as provided in the Constitution of the Bricklayers' and Masons' International Union is hereby conceded as coming under the jurisdiction of Union No. 1. Except stone imported in blocks or slabs to be cut by stonecutters or stonemasons at the discretion of contractor, and all local stone and stone cabled in quarries to be cut by stonemasons.

SEC. 8. That the members of the Union shall bind themselves to at all times pay strict attention to contemplated builders, and use every means and influence to have them employ none but Union builders.

SEC. 9. Any dispute arising between an employer and employee, parties to this Agreement, no strike or stoppage of work shall be permitted. Disputes that can not be settled by the shop steward shall at once be referred to the Joint Arbitration Committee. The Committee, failing to agree, the matter shall be immediately referred to the Umpire, as is provided for in the rules governing the Joint Arbitration Committee, whose decision shall be final; said decision to be rendered within 48 hours after all evidence has been presented bearing upon the question in dispute.

SEC. 10. Where there is any dispute between a member of the Builders' Association and a proprietor, no member of the Union when officially notified, shall continue to work on the job in dispute until otherwise instructed by orders of the Joint Arbitration Committee.

SEC. 11. The Joint Arbitration Committee shall meet in the first week of February of each year, to be known as the Annual Meeting, for the purpose of organizing, as is provided for in the rules of agreement governing the Committee.

SEC. 12. The Mason Builders' Association shall be furnished sufficient copies of the Union's Constitution and By-Laws so that each member thereof may be in possession of at least one copy, the same to be at all times binding; also a list of members carrying privilege cards. The members of each Associa-

tion to be furnished with a copy of this Agreement and the rules governing the Arbitration Committee.

SEC. 13. All work between 12 o'clock noon on Saturday and 8 a.m. on Monday, also Christmas, New Year's, Dominion and Labor Days, shall be double time.

SEC. 14. All repair work done by owners by the day shall be charged ten (10) cents per hour extra. This shall not apply to city or government work.

SEC. 15. Cutting of openings, etc., in brick or stone wall where a hammer and chisel are used, shall be done by members of the Union.

SEC. 16. Any workman laid off his work, through lack of material or any other cause, shall receive the wages due him within four (4) hours after making the demand. A discharged workman shall receive his wages upon demand. This requirement not being complied with, he shall be entitled to receive

waiting time at the regular rate of wages for all time said wages are withheld.

SEC. 17. Firms comprising more than two members, it is expressly agreed that not more than two members of such firms shall work with the tools.

SEC. 18. Any violation of the terms of this Agreement, by the parties thereto, shall, upon conviction, be fined commensurate with the offence. Charges to be prepared by the Arbitration Committee and presented to and trial given by the Association in which the offender holds membership. All penalties inflicted to become the property of the Joint Arbitration Committee.

SEC. 19. This Agreement shall stand in full force and effect until April 1st, 1912. Any changes desired by either party, notice thereof in writing shall be given three months previous to the date of its expiration.

Agreed and signed this 9th day of March, 1909.

BOATMEN OF QUEBEC.—TARIFF, 1909.

THE FOLLOWING TARIFF IS TO COME INTO FORCE ON MAY 1' ON THE OPENING OF NAVIGATION.

Per 100 deals Quebec standard.	On all vessels anchored in the harbour per 100 deals.	Hardwood and red spruce sawn per 100 Quebec standard.	Square timber per 100 cubic feet Quebec standard.	Match boxes and splints per 100 Quebec standard.	Other boxes of all kinds per 100 Que- bec asbestos, coke.	Ballast iron, coal, etc. per ton.	Bags of salt per 100
\$1.50	\$1.50	\$2.25	\$1.50	\$3.00	\$1.25	\$.50	\$3.00

No trip will be made for less than \$12.00.
The sum of \$12.00 will be claimed for every useless trip.
Every return trip shall be paid in accordance with the tariff. No trip less than \$12.00
Each time that one of the boats will be asked for to work by the day inside the limits of the district of Quebec the rate shall be \$12.00 per day, the time commencing on receipt of the order.
Any delay, either through loading, or unloading, shall be paid for at the rate of \$12.00 per day of 24 hours, and when the boat has reached its destination the 24 hours allowed shall commence and delays occurring shall be paid for fine or bad weather the same week.
Towing shall not be charged to the boats and wages in all cases shall be paid every Saturday.
This tariff contains the minimum of wages to be paid; in all cases the third of the amount paid under contract shall be claimed by each boatman, and every boat shall carry his order.
The navigation in the district of Quebec will have for its limits the Quebec bridge to the West and the Indian Cove wharf to the East.

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada.

INDICATIONS are that the number of immigrants coming into Canada this year will be considerably larger

than in 1908. Some increase in arrivals by ocean ports has already been shown over last year. The influx of settlers into western Canada from the United States has been on a very heavy scale for several weeks past, most of the settlers having purchased land and bringing in their stock and other effects. The

opening of the pre-emption areas, making is possible for a settler to acquire 320 acres, instead of 160 as formerly, has also stimulated the movement.

British Emigration Returns.

During the month ended January 31, 1909, the number of passengers leaving the United Kingdom for British North America, according to a return of the British Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING JANUARY, 1909-08.

Nationalities.	1909	1908
English.....	1,415	1,042
Welsh.....	18	31
Scotch.....	257	210
Irish.....	57	61
British Colonial.....	21	106
Total of British origin....	1,768	1,450
Foreign.....	1,006	504
Total.....	2,774	1,954

Homestead Entries During January, 1909.

The following statement shows the number of homestead entries made in January, 1909, compared with January, 1908:

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF JANUARY, 1909, AS COMPARED WITH JANUARY, 1908.

Agency.	1909	1908	Increase	Decrease	Remarks
Battleford....	79	117	.....	38	
Brandon.....	11	3	8	.....
Calgary.....	103	85	18	.....
Dauphin.....	63	42	21	.....
Edmonton.....	221	266	.....	45	
Estevan.....	7	21	.....	14	
Humboldt.....	65	117	.....	52	
Kamloops.....	12	14	.....	2	
Lethbridge.....	183	173	10	.....
Moose Jaw.....	291	195	96	.....
New Westminster.....	.....	5	.....	5	
Prince Albert.....	40	79	.....	39	
Regina.....	57	90	.....	33	
Red Deer.....	59	98	.....	39	
Winnipeg.....	51	56	.....	5	
Yorkton.....	66	92	.....	26	
Total.....	1,308	1,453	153	298	Net decrease for Jan'9

It will be seen that there has been a decrease of homestead entries made in January, 1909, compared with January, 1908, of 145.

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, during the month of January, 1909, were as follows:—

NATIONALITIES OF HOMESTEADERS, JANUARY 1909.

Nationalities.	No. of Entries.
Canadians from Ontario.....	92
" Quebec.....	12
" Nova Scotia.....	4
" New Brunswick.....	1
" Prince Edward Island.....	1
" Manitoba.....	37
" Saskatchewan.....	98
" Alberta.....	82
" British Columbia.....	6
Persons who had previous entry.....	116
Newfoundlanders.....	.....
Canadians returned from the United States..	27
Americans.....	315
English.....	210
Scotch.....	49
Irish.....	13
French.....	17
Belgians.....	5
Swiss.....	1
Italians.....	3
Roumanians.....	12
Syrians.....	.....
Germans.....	25
Austro-Hungarians.....	113
Hollanders.....	2
Danes (other than Icelanders).....	3
Icelanders.....	10
Swedes.....	10
Norwegians.....	28
Russians (other than Mennonites and Doukhobors).....	16
Mennonites.....	.....
Doukhobors.....	.....
Chinese.....	.....
Japanese.....	.....
Persians.....	.....
Australians.....	.....
New Zealanders.....	.....
Total.....	1,308

Representing 3,099 souls.

Of the total of 342 entries made in January, 1909, by persons coming from the United States, there were 159 from North Dakota, 57 from Minnesota and 26 from South Dakota.

Lands Patented in January, 1909.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory issued by the Department of the Interior during January, 1909 is as follows:—

LANDS PATENTED DURING JANUARY, 1909.

Nature of Grant.	January, 1909.	
	No. of Patents.	No. of Acres.
Alberta Ry. & Irrigation Co's sales	13	3,371.00
British Columbia homesteads.....	7	1,057.67
British Columbia sales.....	6	501.40
Coal Lands' sales (309.20 acres, Under rights).....	3	620.730
Homesteads.....	1,497	237,792.4
Maitoba Act grants.....	1	57.30
Military Homesteads.....	.....	.....
Mineral rights (1,918.41 acres).....	41	.....
North West half-breed grants.....	20	3,705.16
Parish sales.....	1	111.50
Quit Claim, special grants (800 acres).....	5	.....
Railways:		
Canadian Northern Ry.....	3	269.86
Can. Pac. Ry. grants.....	1	10.54
Can. Pac. Ry. grants, Souris Branch.....	.....	.....
Grand Trunk Pac. Ry. grants.....	27	503.96
Manitoba and South Eastern Ry.	1	157.32
Manitoba South Western Col. Ry	1	160.00
Qu'Appelle Long Lake and Sask. Rd. & S. Co.....	2	320.00
Sales.....	58	7,159.12
School Lands' sales.....	17	2,313.20
Special grants.....	14	548.24
Yukon Territory sales.....	.....	.....
Totals.....	1,691	258,659.34

In January, 1908, the number of patents issued was 1,786, covering an area of 1,298,145.64 acres, showing a decrease for the month of January, 1909, of 95 in the number of patents issued and of 1,039,486.30 acres in the area patented.

Land Sales.

The following is a statement of the farm land sales made by the Canada Northwest Land Company, Limited, during the months of January and February, 1909, compared with the corresponding months of 1908.

LAND SALES OF CANADA NORTH WEST LAND COMPANY.

	Acres.	Price obtained.
January and February, 1909..	1,612.10	\$18,322.55
" " 1908..	1,169.97	15,027.54
Increase, 1909.....	442.13	\$ 3,295.01

Notes.

Of 1,166,126 immigrants arriving in Canada in the last 10 years, 819,213 came from the United Kingdom and the United States.

The Salvation Army expects to carry on immigration operations on an extensive scale during this spring and early summer.

Several settlers' excursion have already left Ontario, each numbering over 300, accompanied by household effects and farming implements.

The Ontario Government has opened an office in London, England, in charge of Mr. N. B. Colcock, and is devoting particular attention to the placing of English people with means upon improved farms in the older parts of Ontario. To this end a large list of farms throughout various parts of the Province, ranging in price from \$150 to \$52,000, has been compiled, and it is proposed to do considerable advertising in this line. The Government has been induced to take this action by the numerous inquiries received during the last few years from people of this class.

A movement has been in progress throughout the Eastern Townships, Quebec, for the purpose of having the Government continue the immigration service carried on during the past three years. A consensus of opinion has been obtained from representative farmers, and almost invariably their reply was that prospect of a shortage of help during the coming summer was everywhere apparent. The following figures show the results of Eastern Townships immigration during the past three years:

The following table gives a detailed statement of immigrant arrivals during the first eleven months of the present fiscal year:—

TOTAL IMMIGRATION TO CANADA FROM APRIL TO FEBRUARY

	1907-1908.				1908-1909.			
	Males.	Females	Children	Totals	Males	Females	Children	Totals
APRIL:								
Via ocean ports.....	24,972	5,052	4,414	34,438	13,635	3,811	3,223	20,669
From United States.....	5,131	2,103	2,379	9,613	5,676	1,531	1,877	9,084
Totals.....	30,103	7,155	6,793	44,051	19,311	5,342	5,100	29,753
MAY:								
Via ocean ports.....	24,744	7,153	6,858	38,755	9,245	4,209	3,691	17,145
From United States.....	3,749	1,522	1,651	6,922	3,923	1,209	1,307	6,439
Totals.....	28,493	8,675	8,509	45,677	13,168	5,418	4,998	23,584
JUNE:								
Via ocean ports.....	18,107	7,171	7,041	32,319	4,924	3,392	2,436	10,752
From United States.....	2,806	1,279	1,239	5,324	2,876	1,047	961	4,884
Totals.....	20,913	8,450	8,280	37,643	7,800	4,439	3,397	15,636
JULY:								
Via ocean ports.....	11,841	4,695	4,410	20,946	2,927	2,188	1,736	6,851
From United States.....	2,760	1,455	1,180	5,396	2,684	1,003	792	4,479
Totals.....	14,601	6,150	5,590	26,341	5,611	3,191	2,528	11,330
AUGUST:								
Via ocean ports.....	8,584	4,431	3,921	16,936	2,035	1,858	1,505	5,398
From United States.....	2,160	1,077	839	4,076	3,027	907	750	4,684
Totals.....	10,744	5,508	4,760	21,012	5,062	2,765	2,255	10,082
SEPTEMBER:								
Via ocean ports.....	8,085	4,055	3,064	15,204	2,402	1,858	1,143	5,403
From United States.....	1,954	1,019	880	3,853	2,965	971	753	4,689
Totals.....	10,039	5,074	3,944	19,057	5,367	2,829	1,896	10,092
OCTOBER:								
Via ocean ports.....	6,939	3,640	3,018	13,597	1,666	1,610	1,228	4,504
From United States.....	2,435	1,139	1,072	4,646	2,582	1,030	973	4,585
Totals.....	9,374	4,779	4,090	18,243	4,248	2,640	2,201	9,089
NOVEMBER:								
Via ocean ports.....	5,376	2,632	2,101	10,109	1,214	1,035	753	3,002
From United States.....	2,140	951	1,065	4,156	2,145	889	994	4,028
Totals.....	7,516	3,583	3,166	14,265	3,359	1,924	1,747	7,030
DECEMBER:								
Via ocean ports.....	3,886	1,284	929	6,099	1,015	618	465	2,098
From United States.....	1,627	615	695	2,937	1,655	597	610	2,862
Totals.....	5,513	1,899	1,624	9,036	2,670	1,215	1,075	4,960
JANUARY:								
Via ocean ports.....	1,632	668	505	2,805	930	496	375	1,801
From United States.....	1,542	606	614	2,762	1,317	480	499	2,296
Totals.....	3,174	1,274	1,119	5,567	2,247	976	872	4,097
FEBRUARY:								
Via ocean ports.....	2,163	909	626	3,698	1,397	491	283	2,171
From United States.....	1,446	525	495	2,466	1,566	542	512	2,620
Totals.....	3,609	1,434	1,121	6,164	2,963	1,033	795	4,791
Grand totals.....	144,079	53,981	48,996	247,056	71,806	31,772	26,866	130,444

(11 MONTHS), OF FISCAL YEAR 1908-1909, COMPARED WITH CORRESPONDING MONTHS OF FISCAL YEAR 1907-1908.

DECREASE OR INCREASE.						Percentage of Decrease, Increase, ■			
Decrease Males.	Increase Males.	Decrease Females	Increase Females	Decrease Children	Increase Children	Decrease Totals.	Increase Totals.	Decrease	Increase
11,337 545		1,241 572		1,191 502		13,769 529		40 6	
10,792		1,813		1,693		14,298		32	
15,499 174		2,944 313		3,167 344		21,610 483		56 7	
15,325		3,257		3,511		22,093		48	
13,183 70		3,779 232		4,605 278		21,567 440		67 8	
13,113		4,011		4,883		22,007		58	
8,914 76		2,507 452		2,674 388		14,095 916		67 17	
8,990		2,959		3,062		15,011		57	
6,549 867		2,573 170		2,416 89		11,538 608		68 15	
5,682		2,743		2,505		10,930		52	
5,683 1,011		2,197 48		1,921 127		9,801 836		64 22	
4,672		2,245		2,048		8,965		47	
5,273 147		2,030 109		1,790 99		9,093 61		67 1	
5,126		2,139		1,889		9,154		50	
4,162 5		1,597 62		1,348 71		7,107 128		70 3	
4,157		1,659		1,419		7,235		51	
2,871 28		666 18		464 85		4,001 75		66 3	
2,843		684		549		4,076		45	
702 225		172 126		130 115		1,004 466		36 17	
927		298		245		1,470		26	
766 120		418	17	343	17	1,527 154		41	6
646		401		362		1,373		22	
72,273		22,209		22,130		116,612		47	

	1906	1907	1908	Ttl.
Compton	126	96	65	287
Sherbrooke	131	49	53	233
Stanstead	78	101	60	239
Richmond	88	115	70	273
Shefford	43	38	41	122
Brome	53	74	56	183
Missisquoi	47	60	83	190
Drummond	16	36	24	86
St. Johns	26	2	5	33
Huntingdon	11	1	..	12
Chateauguay	5	3	14	22
Megantic .....	..	6	10	16
Dorchester .....	..	38	38	76
Nicolet .....	..	16	..	16
Argenteuil .....	..	..	19	19
Total	624	645	538	1,807

By classes the record was as follows:

Single men	1,285
Married men	122
Married women	123
Single women	77
Children	204
Total	1,807

The report of the directors of the Canada Company, issued in London late in March, states that, while the farming season in Ontario was favourable on the whole, the business of the company during several months of the year showed

less than the average activity. This may be partly accounted for by the financial disturbance in the United States and Canada causing a shrinkage of European immigration and of business in general during 1908. A marked improvement, however, characterized the last two months, so that the year closed with aggregate results little short of those of the preceding twelve months. The policy of rendering the remaining lands of the company—particularly those in the western district—more eligible for settlement was further advanced. The outlay on draining and fencing entered upon in the previous year was continued, with results that have already proved encouraging. Lands which, without such improvement, might have remained vacant for an indefinite time have now become revenue-yielding. The acreage of land sold or leased with the right of purchase, 4,346 acres, is less than in 1907, when 6,252 acres was dealt with; but the prices obtained were satisfactory, averaging \$13.35 an acre, a gain of 14½ per cent. on the 1894 valuation. The vacant land belonging to the company now amounts to 62,020 acres, showing that some 8,000 acres have been occupied and become revenue-yielding within the last two years, the area of vacant land at December, 1906, approximating 70,000 acres.

INSURANCE OF IMMIGRANTS BY THE SALVATION ARMY AGAINST LOSS OF LUGGAGE, SICKNESS, ACCIDENT, AND UNEMPLOYMENT.

BY an arrangement recently adopted by the Salvation Army International Emigration Office of London, England, emigrants to Canada may on the payment of a specified premium be insured for a maximum period of six weeks against loss of luggage to a maximum value of \$75; sickness or accident at a daily rate of 50 cents or reasonable maintenance; and unemployment at a daily allowance of 50 cents. The conditions attached provide against misstatements, alteration of policy, lack of proper notice, prevention of emigrant sailing or landing by government officials, etc. In the last mentioned case

an allowance of 2s. or 50 cents will be paid daily for seven days, or travelling expenses to home address.

In the case of sickness and accident, the event claimed for must have happened after the insured lands in Canada and within 10 days after arrival at point of destination. At least, 3 days of incapacitation must have taken place, after which compensation will be paid until the insured is able to commence work or until 10 days after arrival at destination. In connection with insurance against unemployment, it is pointed out that the Army only provides work on the land for men or domestic service for women, and

refusal to accept such employment renders the policy null and void. Compensation for unemployment will only be paid after the insured has been at port of landing or some other of the Army's distributing centres for a period of 7 days. If the Army offers the insured work, or introduces him to an Employer who offers work at the rate of wages current in the District, and such work is within the insured's power to perform, and he refuses such offer, The Army is not subsequently to be liable to meet any claim for unemployment. If, when the insured arrives at a situation provided by The Army, he finds the same already filled, The Army agrees to pay his travel-

ling expenses to another situation provided, or agreed to, by them; but the insured must do his utmost to secure work for himself.

The time occupied in travelling is not to be reckoned when paying compensation for unemployment.

The Army is only liable to pay compensation when the insured is unemployed through no fault of his own; and The Army have the right to refuse all such compensation until satisfactory evidence on this point is produced. The Unemployment Section of the Policy expires under any circumstances thirty days after insured disembarks.

THE BEET SUGAR INDUSTRY IN CANADA.

A BULLETIN has recently been issued by the Census and Statistics Office, dealing with the beet sugar industry of Canada, from which the particulars in the present article are taken. The industry is in its eighth year in Canada, during which period four factories for making and refining sugar have been built in Ontario and one in Alberta. Two of these have been permanently closed, and a third was closed pending the re-organization of the company, leaving only two in operation during the past season.

It is claimed that an acre of sugar beets has the net value of fall wheat at 40 bushels to an acre when wheat fetches one dollar a bushel. The growth of beets has been proved to be very useful in clearing the land of weeds, and almost always an unusually heavy crop of oats follows beets. In 1908, 1,200 contracts were made for the supply of beets to the factory at Wallaceburg, Ont. About 5,600 acres were in crop in the counties of Kent, Essex and Lambton, which were estimated to produce over 50,000 tons of beets, for which the farmers would receive \$275,000.

The Knight Sugar Company at Raymond, Alberta, was growing 2,600 acres of beets last year, yielding eight tons per acre, and the farmers of the locality had an equal area under beet cultivation. One of the farmers stated that he had been growing beets for three years, and in 1907 he made a profit of \$14.55 per acre. The whole cost of plowing, seeding, thinning, cultivating and drawing the beets to the factory was about \$25 per acre. He received from the factory for them \$5.00 per ton, and also a bounty of 65 cents per ton from the provincial government. One of the drawbacks of growing beets was the difficulty of finding hired labour. On this farm, Indians of the Blood reservation, both male and female, were employed.

During the five years from 1903 to 1907, there were produced in the Province of Ontario 86,050,811 lbs. of beet sugar, upon which a bounty of \$370,906 was paid. The total quantity of imported and home produced sugar in 1907-08 was 493,565,118 lbs., being 94.72 per cent. of the former and 5.28 per cent. of the latter.

FAIR WAGES SCHEDULE IN GOVERNMENT CONTRACTS AWARDED DURING THE MONTH OF MARCH, 1909.

The following is a list of contracts awarded by the Department of Public Works, the Department of Railways and Canals which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

Wharf at Seal Cove, N.B.

Breakwater-wharf at Seal Cove, N.B., name of contractor E. R. Reid, North Head, N.B., date of contract, March 16, 1909 amount of contract, \$29,000.00.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Foreman, carpenter.....	\$2.50
Carpenters.....	2.00
Blacksmiths.....	2.00
helpers.....	1.35
Ordinary labourers.....	1.50
Driver, with 1 horse and cart	3.00
Driver, with 2 horses, wagon	4.00

Breakwater at Rondeau, Ont.

Breakwater and dredging at Rondeau, Ont.; name of contractor, Wm. Birmingham, Kingston, Ont., date of contract, March 26, 1909, amount of contract, \$229,000.

Trade or Class of Labour.	Rate of Wages, Not less than:
Foreman, carpenter.....	\$ 3.00 per day of 10 hrs.
" mixing concrete	2.50 " 10 "
" laying concrete ..	2.50 " 10 "
" stone crusher ..	2.50 " 10 "
Carpenters.....	2.25 " 10 "
" helpers.....	1.75 " 10 "
Blacksmiths.....	2.25 " 10 "
" helpers.....	1.75 " 10 "
Timekeeper.....	1.75 " 10 "
Dredge runner.....	110.00p. mo., brd.12 h. p. d
" engineer.....	90.00 " 12 "
" cranesman.....	70.00 " 12 "
" fireman.....	45.00 " 12 "
" deckhands.....	35.00 " 12 "
Tug captain.....	75.00 " 12 "
" engineer.....	75.00 " 12 "
" fireman.....	35.00 " 12 "
Sailors.....	35.00 " 12 "
Cook.....	35.00 " 12 "
Scowman.....	35.00 " 12 "

Steam derrick engineer.....	\$2.50 per day of 10 hrs.
" fireman.....	1.75 " 10 "
Driver, 1 horse and cart.....	2.50 " 10 "
Driver, 2 horses and wagon	3.50 " 10 "
Labourers.....	1.50 " 10 "

Department of Railways and Canals.

MACHINE SHOP AT MONTREAL, QUE.

Erection of machine shop on Mill-street, Montreal, Lachine Canal. Date of contract, March 8th, 1909. Amount of contract, \$1,975.00. Contractors, "The Phoenix Bridge & Iron Works, Limited."

Trade or Class of Labour.	Rate of Wages, Per day of 9 hours, Not less than:
Structural Steel Workers..	\$.30 per hour.
Riveters.....	2.25 per day
" helpers.....	1.50 " "
Blacksmiths.....	2.25 " "
Machinists.....	2.25 " "
Hoisting engine driver....	2.25 " "
Carpenters.....	.27½ per hour
Labourers.....	.17½ " "
Driver, 1 horse and cart....	2.50 " "
Driver, 2 horses and wagon	4.00 " "
Foreman of erection.....	No special rates.

STATION AT BOIESDALE, N.S.

Re-modelling and enlarging of Station at Boiesdale, N.S., Intercolonial Railway. Date of contract, March 10th, 1909. Amount of contract, \$1,983.00. Contractors, "Chappell Brothers & Co., Ltd," of Sydney, N.S.

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Carpenters.....	\$2.25
Joiners.....	2.25
Plasterers.....	3.00
Painters.....	2.25
Builders' labourers.....	1.50
Ordinary labourers.....	1.50

INSTALLATION OF BOILERS AT HALIFAX, N.S., AND RIVIERE DU LOUP. QUE.

Supply and installation of six steam boilers; three at Halifax, and three at Rivière du Loup, Intercolonial Railway.

Date of contract, March 22, 1909. Amount of contract, \$36,950.00. Contractors, "Canada Foundry Co., Ltd., of Toronto, Ont.

Trade or Class of Labour.	Rate of Wages, Not less than:
<i>Hali'fax:</i>	
Boilermakers	\$2.50 per day of 9 hours.
" helpers.....	1.80 " 9 "
Machinists.....	2.25 " 9 "
Moulders.....	2.50 " 9 "
Pipe fitters.....	2.25 " 9 "
Brass finishers.....	2.25 " 9 "
Fitters.....	2.25 " 9 "
Bricklayers.....	3.60 " 9 "
Carpenters.....	2.25 " 9 "
Painters.....	2.25 " 9 "
Common labourers.....	1.50 " 10 "
Helpers.....	With exception of boiler-makers' there are no special rates for helpers.
<i>Riviere du Loup:</i>	
Boilermakers.....	\$2.25 per day of 10 hrs.
Machinists.....	2.25 " 10 "
Moulders.....	2.25 " 10 "
Pipe fitters.....	2.50 " 10 "
Brass finishers.....	2.00 " 10 "
Fitters.....	2.25 " 10 "
Bricklayers.....	3.50 " 10 "
Carpenters.....	2.00 " 10 "
Painters.....	2.00 " 10 "
Common la. bourers.....	1.25 " 10 "
Helpers.....	No special rates.

ELECTRIC TRAVELLING CRANES AT RIVIERE DU LOUP, QUE.

Supply and erection of two 60-ton 4 motor electric travelling cranes at Riviere du Loup, Que. Intercolonial Railway. Date of contract, March 27, 1909. Amount of contract, \$22,930.00. Contractors, "Modern Steel Structural Co., of Waukasha, in the State of Wisconsin, one of the United States of America.

CLASS OF LABOUR.

RATE OF WAGES.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in the case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the

persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing to them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefore is filed in the office of the Minister of

and proof thereof satisfactory to the Minister is furnished, the Minister may pay such claim out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the contractors.

FENCING ON INTERCOLONIAL RAILWAY.

Erection of fencing along line of Intercolonial Railway. Date of contract, March 27th, 1909. Amount of contract, schedule rates. Contractor, "Joseph A. Blouin, of Levis, Que."

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
<i>District No. 1, Ste. Rosalie to Chaudiere:</i>	
Foreman.....	\$2.25
Labourers.....	1.35
<i>District No. 2, Chaudiere to Riviere Du Loup:</i>	
Foreman.....	\$2.25
Labourers.....	1.50

POWER PLANT AT CHARLOTTETOWN, P.E.I.

Supply and installation of a Power Plant for Railway at Charlottetown, P.E.I. Date of contract, March 13, 1909. Amount of contract, \$3,585.00. Contractors, "Canadian Westinghouse Co., Ltd., of Hamilton, Ont."

Trade or Class of Labour.	Rate of Wages, Per day of 10 hours, Not less than:
Electrical foreman.....	\$2.25
" wireman.....	1.75
" fireman.....	1.75

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages, and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount of Order.
Making metal dating stamps and type, and making other hand stamps and brass crown seals.....	\$ 904.37
Making and repairing rubber dating stamps and type, also other stamps.....	51.65
Supplying stamping material and wooden boxes, and repairing stamping pads.....	1,213.39
boxes, and repairing stamping pads.....	1,213.39

Supplying mail bags.....	4.05
Repairing mail bags.....	1,867.64
Making and repairing post office scales.....	83.72
Making and repairing mail locks, and supplying mail bag fittings.....	45.15
Supplying street letter boxes and repairing portable letter boxes, Railway Mail Clerks' tin travelling boxes, parcel receptacles and street letter boxes.....	332.56
Making and repairing miscellaneous articles of Postal Stores.....	8.65
Making and supplying articles of official uniform.....	1,728.75

INDUSTRIAL ACCIDENTS DURING THE MONTH OF MARCH, 1909.

Under this heading, account is taken of such accidents only as were sustained by workmen in the course of their employment, and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureau of Mines of Ontario and British Columbia, to the office of the factories inspector of the Province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 272 individual work people in Canada during the month of March, 1909, were reported to the Department of Labour. Of these 78 were fatal and 194 resulted in serious injuries. In addition, 4 fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before March, 1909.

In the preceding month there were 76 fatal and 160 non-fatal accidents reported, a total of 236, and in March, 1908, there were 87 fatal and 178 non-fatal accidents, a total of 265. The number of fatal accidents reported in March, 1909, as therefore, 2 more than in the preceding month and 9 less than in March, 1908. The number of non-fatal accidents reported in March, 1909 was 34 more than in the preceding month and 16 more than in March, 1908. Altogether there were 36 more industrial accidents reported in March, 1909 than in the preceding month and 7 more than in the same month of the preceding year.

Of 139 returns received during the month giving the ages of the victims of industrial accidents, 18 referred to persons under twenty-one years of age, 39

to persons between twenty-one and forty-five, and 2 to persons over 45. Eighty persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:—

STATEMENT OF ACCIDENTS DURING MARCH 1909, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed.	Injured	Total
Agriculture.....	12	24	36
Lumbering.....	6	19	25
Mining.....	10	4	14
Building trades.....	..	8	8
Metal trades.....	5	40	45
Woodworking trades.....	2	9	11
Printing trades.....	..	5	5
Clothing trades.....	1	2	..
Textile trades.....	..	1	1
Food & tobacco preparat'n ..	..	14	14
Leather trades.....	..	1	1
Railway service.....	30	23	53
Navigation.....	6	1	7
General transport.....	1	12	13
Civic employees.....	1	11	12
Miscellaneous.....	1	11	12
Unskilled labour.....	3	9	12
Total.....	78	194	272

Nature of Fatalities and Accidents.

The chief disasters of the month, causing the death of more than one workman were: the killing of five railway construction hands by a landslide north of La Tuque, Que.; the death of three railway navies by an explosion of dynamite near Port Essington, B.C.; the killing of three train hands in a railway collision near Brandon, Man.; the death of two train hands in a boiler explosion at Fairan station, B.C.; and the killing of two

miners by an explosion of dynamite in Elzevir township, Ont.

Fatal Land and Rock Slide near La Tuque, Que.

On March 15, while a gang of six construction hands were at work in a cutting on the National Transcontinental line twenty miles from La Tuque, Que., an avalanche of loose sand and gravel suddenly descended on them instantly killing five. The other workman managed to extricate himself without serious injury.

Fatal Dynamite Explosion on the Skeena River, B.C.

Early in March while a gang of men were engaged at station work in a rock cutting near Telegraph point on the Skeena River, B.C., on the line of the Grand Trunk Pacific Railway, two of them drilled inadvertently into a missed hole. An explosion occurred killing three of the workers and seriously injuring several others.

Fatal Railway Wreck near Brandon, Man.

On the afternoon of March 27, the Estevan passenger train pulling out of Brandon, Man., at 1.50 p.m. with orders to run to Kenmay on the south track west of the depot, collided about a mile further, on where the line curves in cutting, with a heavy eastbound freight, running at 40 miles an hour. As a result of the collision the passenger engine was destroyed and three occupants killed outright.

Boiler Explosion at Farron Station, B.C.

On March 9, the boiler of Canadian Pacific Railway engine No. 1,381 exploded while at the water tank at Farron station, B.C., instantly killing its fireman and brakeman.

Dynamite Explosion in Elzevir Township, Ont.

On March 5, while some miners were doing development work in a good mine

in Elzevir township, Ont., they drilled into a missed hole. In the explosion which ensued two of them were instantly killed and two others injured.

Record by Industries and Trades.

Agriculture.—In this industry there were 12 fatal and 24 non-fatal accidents in March, 1909, compared with 15 killed and 24 injured in the previous month, and 16 killed and 20 injured in March, 1908. Four of the deaths were caused by falling material, 2 by being suffocated in a well and 1 each by being struck by a train, by a runaway, by flying material, by being run over, by a fall, and by a firearm. Five each of the accidents were caused by tools and by falls, 4 each by machinery and by runaways, 3 by falling material, 2 by explosions and 1 by live stock.

Lumbering.—Six workers in this group were killed and 19 injured during March, 1909, compared with 9 killed and 18 injured in February last and 7 killed and 4 injured in March, 1908. Two each of the fatalities were due to falls and to the explosion of a boiler, and 1 each to machinery, and to falling material. Five of the other accidents were due to explosions, 4 each to falling material and to machinery, and 3 each to tools and to flying material.

Mining.—During March, 1909, 10 mine workers were killed in accidents and 4 injured, compared with 10 killed and 7 injured in the preceding month, and 15 killed and 15 injured in March, 1908. Four of the fatalities were caused by explosions of dynamite, 3 by falls, 2 by falling material and 1 by being struck by cars. Two of the minor accidents were caused by explosions of dynamite and 1 each by being struck by a car and by falling material.

Building trades.—There were 8 minor injuries in these trades during March, compared with 2 killed and 5 injured in February last and 2 killed and 6 injured during March of last year. Five of the accidents were due to falls, 2 to falling material and 1 to an explosion.

Metal, engineering and shipbuilding trades.—The record in these trades dur-

ing March, 1909, was 5 killed and 40 injured, compared with 5 killed and 30 injured in February, 1909, and 4 killed and 34 injured in March, 1909. Three of the deaths were caused by machinery and 1 each by electric shock and by an explosion of dynamite. Twenty of the accidents were caused by machinery, 9 by falling material, 4 each by molten metal and by falls, and 1 each by firearms, by live-stock and by electric shock.

Woodworking trades.—In this group 2 workmen met death by accident, and 9 were injured, as against 14 minor injuries in the previous month and 1 killed and 19 injured in March, 1908. The 2 deaths were due to machinery as were also the 9 other accidents.

Printing and allied trades.—There were 5 non-fatal accidents among these workers during March, compared to 6 in previous month and 1 in March, 1908. Four of the accidents were caused by machinery and 1 by a fall.

Clothing trades.—A boot and shoe worker was caught in shafting in Toronto Ont., and was killed and 2 others were injured by machinery. In February, 1908, the record was 1 injured and in March, 1908, 3 injured.

Textile trades.—During March 1 worker was injured by broken glass; in the previous month 3 were injured and in March of last year 6 were injured.

Food and tobacco preparation.—Fourteen workmen in this group were injured during March, as against 8 injured in the preceding month and 1 killed and 5 injured in March, 1908. Six of the injuries were due to machinery, 2 each to being run over and to runaways and 1 each to a fall, to a collision with a street car, to an explosion and to an elevator.

Leather trades.—One workman was injured by machinery in March; there were no accidents in February and 2 injuries in March of last year.

Railway service.—Thirty railway employees were killed and 23 injured during March, 1908, compared with 22 killed and 17 injured in the previous month and 26 killed and 23 injured in March, 1908. Eight each of the fatalities were due to being run over and to falling material, 5

each to collisions and to explosions of dynamite, 2 to the explosion of a boiler and 1 each to a fall and to being caught between cars. Eleven of the accidents were due to collisions, 4 to being caught between cars, 3 to falls, 2 to being run over and 1 each to falling material, to being struck by a passing object and to machinery.

Navigation.—There were 6 workmen killed in this group and 1 injured, compared with 1 killed and 3 injured in February last and 3 killed and 6 injured in March, 1908. Four of the deaths were caused by drowning and 2 by falls. The other accident was caused by a tool.

General transport.—An electric railway conductor in Vancouver, B.C., was caught between cars and killed and 12 other workmen were injured during March, as against 7 injured in the preceding month and 1 killed and 7 injured in March, 1908. Of the minor accidents 3 each were due to falling material and to collisions, 2 each to runaways and to falls, and 1 each to being caught between a loaded vehicle and a gate post, and to live-stock.

Civic employees.—A fireman at London, Ont., fell down an elevator shaft at a fire and was killed and 11 of these employees were injured, 6 by falls, 4 by falling material and 1 by being struck by a street car. In February, 1908, the record was 3 injured and in March of last year 1 killed and 2 injured.

Miscellaneous.—During March a clerk in Toronto, Ont., was crushed to death in an elevator and 11 other workmen were injured, compared with 5 killed and 9 injured in the preceding month and 1 killed and 13 injured during March, 1908. Four of the minor accidents were due to explosions, 3 to falling material, 2 to machinery and 1 each to an elevator, and to a runaway.

Unskilled labour.—Three labourers were killed and 9 injured in March, 1909, as against 7 killed and 5 injured in the previous month, and 5 killed and 12 injured in March, 1908. Two of the deaths were caused by falling material, and 1 by being run over. Five of the accidents were caused by falls and 4 by falling material.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIE, F., No. 65.

TABLE OF FATAL ACCIDENTSDURING THE MONTH OF MARCH, 1909.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Agriculture—				
Farmer	South Woodslee, Ont.	Mar. 9	1	Struck by train at crossing.
"	Malbaie, Que.	" 1	1	Killed by a snow slide.
"	Petrolia, Ont.	" 12	1	In a runaway.
"	Durham, Ont.	" 13	1	Tree fell on him.
"	Galt, Ont.	" 15	1	Killed by a fall.
"	Bensfort, Ont.	" 12	1	Struck by piece of bursting circular saw.
"	Pilkington, Ont.	" 16	1	Run over by loaded wagon.
"	Moosomin, Sask.	" 19	1	Suffocated in well.
"	Bracebridge, Ont.	" 16	1	Tree fell on him.
"	Wainwright, Alta.	" 26	1	Suffocated in a well.
"	Wolford, Ont.	" 25	1	Accidental discharge of a gun.
Farm hand	Wingham, Ont.	Mar. 16	1	Tree fell on him.
Lumbering—				
Saw mill hand	Ottawa, Ont.	Mar. 8	1	Fell 35 feet from a platform.
"	Quebec, Que.	" 20	1	Fell while repairing a belt.
"	St. Jean Dechaillons, Que.	" 17	1	Caught in belting.
"	Gore Bay, Ont.	" 19	1	Explosion of bWiler.
"	River John, N.S.	" 12	1	"
Logger	St. Charles de Maudeville, Que. .	" 4	1	Tree fell on him.
Mining—				
Miner	Madoc, Ont.	Mar. 2	2	By explosion of dynamite.
"	Elzevir Tp., Ont.	" 4	2	"
"	Lethbridge, Alta.	" 4	1	Struck by trip of cars.
"	Temiscaming, Ont.	" 2	1	By a fall.
"	Phoenix, B.C.	" 6	1	Fell down shaft.
"	Extension, B.C.	" 24	1	By fall of coal.
"	Glace Bay, N.S.	" 29	1	By fall of stone.
Smelter	Sydney, N.S.	" 9	1	Suffocated, fell into a dust car.
Metal Trades—				
Electrical worker	St. John's, Que.	" 14	1	Electrocuted.
"	Winnipeg, Man.	" 17	1	By explosion of dynamite.
Machinist	Montreal, Que.	" 6	1	Struck by arm of windless.
"	Toronto, Ont.	" 7	1	Caught in belting.
Rolling mill worker	Amherst, N.S.	" 25	1	Caught in rollers.
Woodworking trades—				
Woodworker	London, Ont.	" 21	1	Caught in shafting.
"	Lucan, Ont.	" 13	1	"
Clothing trades—				
Boot and shoe worker ..	Toronto, Ont.	" 1	1	Caught in shafting.
Railway service—				
Engineer	Montreal, Que.	" 17	1	Fell from engine.
"	Adamsville, Que.	" 18	2	Head on collision.
"	Brandon, Man.	" 28	1	"
Fireman	Farron, B.C.	" 8	1	Explosion of boiler.
"	Brandon, Man.	" 28	1	Head on collision.
Brakeman	Farnham, Que.	" 4	1	Run over by train.
"	Farron, B.C.	" 8	1	Explosion of boiler.
"	Brandon, Man.	" 28	1	Head on collision.
Roadmaster	Adamsville, Que.	" 18	1	Killed in rock slide.
Section hand	Rockland, Ont.	" 2	1	Run over by train.
"	Biggar, Sask.	" 6	1	"
"	Dutton, Ont.	" 16	1	"
"	River Ouelle, Que.	" 26	1	"
Construction hands	Prince Rupert, B.C.	" 3	3	Explosion of dynamite.
"	St. Charles, Que.	" 4	1	Tree fell on him.
"	Nepigon, Ont.	" 16	1	Killed in rock slide.
"	LaTuque, Que.	" 15	1	By avalanche of sand and gravel.
"	La Tuque, Que.	" 5	1	Struck on head by stove front blast.
"	Chipman, N.B.	" 16	1	Explosion of dynamite.
Yardmaster	Sydney, N.S.	" 6	1	Caught between cars.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIE, F., No. 65.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF MARCH, 1909.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Yardman.....	Montreal, Que.....	" 9	1	Run over by train
".....	Montreal, Que.....	" 15	1	"
".....	Humboldt, Sask.....	" 18	1	"
<i>Navigation—</i>				
Sailor.....	Owen Sound, Ont.....	" 8	1	Fell into hold of vessel.
".....	Victoria, B.C.....	" 3	1	Drowned, fell off vessel.
Steward on ship.....	Yarmouth, N.S.....	" 14	1	Fell into hold.
".....	Bay of Fundy, N.B.....	" 26	1	Drowned fell off wharf.
<i>General transport—</i>				
Electric Ry. conductor	Vancouver, B.C.....	" 30	1	Caught between cars.
<i>Civic employees—</i>				
Assistant chief.....	London, Ont.....	" 26	1	Fell down elevator shaft at fire.
<i>Miscellaneous—</i>				
Clerk.....	Toronto, Ont.....	" 23	1	Crushed to death in an elevator.
<i>Unskilled labour—</i>				
Labourer.....	Ottawa, Ont.....	" 16	1	Cave-in of gravel in well.
".....	Arichat, N.B.....	" 1	1	Building fell on him.
".....	Fort William, Ont.....	" 28	1	Run over by train.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN MARCH.

Farmer.....	Brandon, Man.....	Feb. 6	1	Struck by train at crossing.
Logger.....	West River, N.S.....	" 26	1	Tree fell on him.
Round house employee..	Niagara Falls, Ont.....	" 27	1	Fell from ladder in round-house.
Construction hand.....	Foreston, N.B.....	" 27	1	Explosion of dynamite.

TRADE DISPUTES DURING THE MONTH OF MARCH.

WHILE there was an increase in the number of trade disputes in Canada during March, compared with the previous month, there were none which had a serious effect on general industrial conditions. Of the new disputes of the month, the largest were strikes of coal miners at Port Hood, N. S., longshoremen at Vancouver, B. C., and iron moulders at Hamilton, Ont.

Analysis of Trade Disputes During the Month.

Number and magnitude.—The number of trade disputes reported to have been in existence in Canada during March was 7, an increase of 2 compared with February, but a decrease of 1 compared with March, 1908. About 12 firms and 1,081 employees were affected by these disputes.

Loss of time in working days.—The loss of time to employees through trade disputes during March was approximately 10,450 working days, compared with a loss of 4,395 days in February, and 10,958 in March, 1908.

Trades affected by new disputes.—The following table shows the trades affected by new disputes of the month, and the number of workpeople involved in each group of trades.

Trades.	No. of Disputes.	No. of Workers.
Mining.....	1	300
Metal trades.....	1	170
Clothing trades.....	1	179
General transport.....	1	225
Total.....	4	874

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces of the Dominion:—

Province.	No. of Disputes.
Nova Scotia.....	1
Quebec.....	1
Ontario.....	1
British Columbia.....	1
Total.....	6

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause.	No. of Disputes.
For increase in wages.....	2
Against reduction in wages.....	1
Against employment of a particular person.....	1
Total.....	6

Methods of settlement.—Two disputes were settled through negotiations between the parties concerned, and in two other disputes that were terminated, the methods of settlement were not reported. The remaining 5 disputes were still in existence at the end of the month.

Results of disputes.—Of the disputes that were terminated, one ended in favour of the employers, and one in favour of the men, and in two cases the results were not reported to the Department.

Disputes which Commenced Prior to the Beginning of the Month.

The trade disputes in existence during March which began in previous months, comprised strikes of lumber mill hands at New Westminster, B. C., iron moulders at Guelph, Ont., and chainmen at Prince Rupert, B. C., A report was also received at the Department of the settlement in February of a strike of cap workers at Toronto which began in January.

Strike of Lumber Mill hands at New Westminster. B. C.

A strike of lumber mill hands, in which about 100 Hindus employed by the

Fraser River Lumber Company, were involved, took place at New Westminster, B. C., on February 22. The cause, of the dispute was dissatisfaction with a man of their own nationality who had been placed over them, and who was alleged to have withheld their wages. No definite settlement of the dispute was reported to the Department, but about 200 of the employees continued at work and normal conditions were resumed.

Strike of Iron Moulders at Guelph, Ont.

A strike of 14 iron moulders in a stove foundry at Guelph, Ont., which began on February 24, was terminated on March 10. Before the commencement of the dispute the men had been working short time, eight hours per day. They demanded either the union scale of \$2.75 a day for full time or \$2.50 for an eight hour day. It was reported that work was resumed on full time at \$2.50 per day. About 21 employees were indirectly affected by the dispute.

Dispute of Chainmen at Prince Rupert B.C.

On January 1, about 93 chainmen employed by the Grand Trunk Pacific Railway Company on the Survey of the townsite of Prince Rupert, on account of a reduction in their wages from \$40 to \$35 per month. The company at the same time had reduced the pay of the transitmen from \$100 to \$75 per month. These wages were paid jointly by the railway company and the Provincial Government. The survey work was resumed in March, but particulars were not received by the Department as to the nature of the settlement.

Strike of Cap Workers at Toronto, Ont.

A strike of cap workers employed by the Cooper Cap Company at Toronto, Ont., which began on January 5, was reported by the Company to have terminated on February 20, the strike having been lost by the employees. The dispute arose from a demand on the part of the operatives that the factory should be conducted as a union shop, and it was fur-

TABLE OF TRADE DISPUTES DURING THE MONTH OF MARCH.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.			Date of commencement.	Date of termination.	Result.
			Directly.	Indirectly.	Directly.	Indirectly.				
							Fe- rectly.				Indi- rectly.	Fe- males, males, males.	Fe- males, males.
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.										
<i>Lumbering</i> — Lumber mill hands	New Westminster, B.C.	Hindus were dissatisfied with the men placed over them.	1	.....	100	.....	.....	.....	Feb. 22	Conditions ceased to be affected. Particulars not received. About 200 employees remained at work.
<i>Metal Trades</i> — Iron moulders.....	Guelph, Ont	Demand for \$2.50 for 8-hour day or \$2.75 for full time.	1	.....	14	.....	.....	.....	" 24 Mar.	Work was resumed on full time at \$2.50 per day.
<i>Miscellaneous Trades</i> Chainmen.....	Prince Rupert, B.C.	Against reduction in wages.....	1	.....	93	.....	.....	.....	Jan. 1	Conditions ceased to be affected. Particulars of settlement not re- ceived.
DISPUTES WHICH BEGAN DURING THE MONTH.										
<i>Mining</i> — Coal mines.....	Port Hood, N.S.	Demand for increase in wages....	1	.....	300	.....	.....	.....	Mar. 23	No settlement reported at end of month.
<i>Metal Trades</i> — Iron moulders	Hamilton, Ont	Against a reduction of 20 per cent. in wages.....	4	.....	170	.....	.....	.....	Mar. 1	No settlement reported at end of month, but places of many strikers were filled.
<i>Clothing Trades</i> — Leather cutters in shoe factory.....	Quebec, Que.	Leather cutters demanded dis- charge of French employee, alleging that she had called them insulting names.....	1	.....	21	.....	128	30	Mar. 1	Work resumed. Woman was given a month's notice of dismissal and was transferred to another part of the factory.

MMM

General Transport— Longshoremen.....	Vancouver, B.C.	Demand for increase in wages from 35 cents to 40 cents an hour straight time and from 40 to 50 cents for overtime.	1	225	Mar. 29	No settlement reported at end of month.
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* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for the other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned. Mention moreover, is not made of disputes involving less than six employees, or of less duration than 24 hours.

ther alleged by the men that the employers had refused to grant a demand for higher pay on piece work, and to sign an agreement not to discharge any of them. The firm claimed that they gave union hours and union prices, but that they stood for the principle of an open shop. About 30 male and 3 female employees were directly affected by this dispute, and from 50 to 60 were indirectly affected.

New Disputes.

The new disputes of the month comprised strikes of coal miners at Port Hood, N. S., iron moulders at Hamilton, Ont., shoe workers in Quebec, longshoremen at Vancouver, B. C., railway construction hands at Prince Rupert, B. C., and cement workers at Calgary, Alta.

Dispute of Coal Miners at Port Hood, N.S.

On the night of March 22, work was suspended at the mines of the Port Hood Richmond Railway Coal Company, at Port Hood, N.S., on account of a dispute between the Company and the miners over a question of wages. About 300 men were affected by the dispute. According to the Company, the men had been employed steadily during the winter at development work on the north side of the mine. This was completed about the middle of March and the men were advised that the work would be continued on the south side of the pit. It was alleged by the Company that they at once struck without giving proper notice, demanding to be put back on the north side of the pit, or to be paid a minimum wage per day, whether they got out any quantity of coal or not. It was claimed by the employees that the stoppage of work was a lockout, because the company refused to transfer two miners from the south to the north side of the mine, the men having been sent to the south side under a reduced rate of wages per ton, without being given the necessary notice of thirty days. No settlement of the dispute took place during the month.

Strike of Iron Moulders at Hamilton, Ont.

On account of the failure of negotiations between four stove manufacturing

firms of Hamilton, Ont., and the iron Moulders' Union, with reference to their wages a strike took place in which about 170 men were affected. On March 24, a statement was given to the press by the executive of the moulders' union, in which it was declared that the cause of the dispute was the desire on the part of the stove manufacturers to reduce the wages of the moulders 20 per cent. A conference was held in January to discuss the wage question, but after several meetings no settlement could be reached. The employers then put into operation the reduction of 20 per cent. and three of the four firms secured between them about 50 non-union moulders it was claimed by the employers. It was reported by the Moulders' Union that the strike began on February 22, but the men only began to receive strike pay on March 1. Prior to the dispute, the foundries had been closed since December, but one was opened on February 24, with ten moulders working at the reduced rate.

Strike of Leather Cutters at Quebec, Que

On March 1, about 21 leather cutters employed by the Rock Shoe Company at

Quebec stopped work, and refused to return until a certain female employee was discharged, alleging that she had called them insulting names. On March 9, they returned to work, the employers having transferred the woman, against whom the complaint had been made, to another part of the factory, and given her a month's notice of dismissal. About 158 employees were indirectly affected by the dispute.

Strike of Longshoremen at Vancouver B.C

On March 29, the longshoremen employed on the docks at Vancouver, B. C., to the number of 225, declared a strike on account of the refusal of the employees to grant a demand for an increase in wages from 35 to 40 cents an hour, and from 40 to 50 cents an hour for overtime. The dispute was still unsettled at the close of the month.

The table which is published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of March, and which have been reported to the Department.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour, Ottawa, during March, 1909.

DOMINION REPORTS.

Railway Statistics of Canada.

Railway Statistics of the Dominion of Canada for the Year ended June 30, 1908. Ottawa, King's Printer, 1909. Page, 237.

THE Report on railway statistics of Canada for the year ended June 30, 1908, shows that the railway mileage at the end of that year amounted to 22,966 miles. This only represents an addition of 514 miles during the year, but 4,327 miles were reported as being actually construction on June 30, and upwards of 750 miles were put in operation shortly after that date. The capital vested in Canadian railways amounted to \$1,239,295,013 an increase for the year of \$67,357,205. The state-owned roads, the Intercolonial railway, the Prince

Edward Island Railway, the Temiscaming and Northern Ontario Railway, and the New Brunswick Coal and Railway, are not included in this estimate. Land subsidies to the extent of 52,284,183 acres have been granted to railway companies by the Dominion and Provincial governments.

The number of passengers carried on the railways during the year ended June 30, 1908, was 34,044,992 an increase of 1,907,673 over the previous year. The number of tons of freight hauled during the year was 63,071,167 a decrease of 794,968 tons compared with 1907.

Dominion Lands and Immigration.

Annual report of the Department of the Interior for the fiscal year ending March 31, 1908. Ottawa: King's Printer, 1909. Page, 450. Price, 40 cents.

The revenue received by the Department of the Interior from Dominion lands

amounted to \$1,883,619.88 in the year ending March 31, 1908, compared with 2,077,097.38 in the previous year, a net decrease of \$193,477.50. The falling off in the revenue is attributed in the Annual Report to a decrease in the amount realized from the sale of school lands, the collection of registration fees, and the export tax on gold. The homestead entries in the last fiscal year numbered 30,424 compared with 37,788 in the twelve months ended March 31, 1907. The acreage of land taken as free homesteads during the past year was 4,867,840 acres, and for the past six years, 28,535,360. Of the homestead entries granted during the last fiscal year, 7,417 were made by Canadians, 7,818 by Americans, 6,205 by English, Scotch and Irish, and 510 by Canadians returned from the United States representing a population of over 52,000 souls, while the number of entries made by all other nationalities was 8,534, representing a population of about 21,000.

There were 262,469 immigrants in 1907-1908, of whom 120,182 were from Great Britain and Ireland, 58,312 from the United States and 83,975 from other countries.

NOVA SCOTIA REPORT.

The Mining Industry of Nova Scotia.

Report of the Department of Mines of Nova Scotia, Halifax: King's Printer, 1909. Page, 208.

The following summary of the mineral production of Nova Scotia for the years ended September 10, 1907 and September 30, 1908, is given in the annual report of the Department of Mines:—

	1907	1908
Coal raised (gross tons).....	5,730,660	6,299,282
Pig iron (gross tons).....	293,436	326,303
Iron ore (Net tons. Including imported ore).....	630,275	902,475
Lime stone (net tons).....	458,601	484,685
Coke made (net tons).....	493,102	505,003
Gypsum (gross tons).....	332,345	242,535
Gold (ounces).....	15,006	11,990
Bricks.....	25,000,000	23,000,000
Building stone (net tons).....	63,861	45,500
Cement (barrels).....	58,762	44,529
Antimony ore (net tons).....	1,403	132½
Copper ore (net tons).....	2,471	1,200
Moulding sand (net tons).....	190	185

Statistics of employment in coal mines show that in the year ended September 30

1908, there were employed 12,933 persons, who gave a total of 3,465,727 days labour.

NEW BRUNSWICK REPORT.

Statistics of Agriculture.

Report on agriculture for the Province of New Brunswick for the year 1908. Fredericton, N.B., 1909. Page, 284.

The Report of the Commissioner of Agriculture for the Province of New Brunswick for 1908, contains much information on a wide variety of subjects relating to agriculture. The following statistics are given with reference to the acreage and yield of the principal crops in the province during 1908:—

	Acres.	Bushels.	Bushels per acre.
Wheat.....	17,579	292,491	16.6
Oats.....	191,865	5,396,273	28.1
Barley.....	3,416	75,915	22.2
Buckwheat.....	58,444	1,372,072	23.4
Potatoes.....	46,700	7,836,374	167.8
Turnips.....	5,907	3,035,757	513.9

The value of cheese and butter made in factories in New Brunswick during 1908, amounted to \$298,970.61, compared with \$373,585.49 in 1907. There was a decline in the quantity of cheese produced from 1,255,541 lbs., in 1907 to 1,034,421 in 1908, and a decline of butter from 937,576 lbs. to 693,538.

QUEBEC REPORT.

Industrial Conditions in Quebec.

General report of the Minister of Public Works and Labour of the Province of Quebec, for the year ending 30th June, 1908. Quebec: King's Printer, 1908. Page, 154.

In the Report of the Minister of Public Works and Labour of the Province of Quebec for 1908, the following subjects are dealt with: Public Buildings, Receipts and Expenditure, Government Fire Insurance, Railways, Arts and Manufactures, Trades Disputes Act, Inspection of Industrial Establishments and Public Buildings.

In the chapter on trades disputes an account is given of ten strikes in which the friendly intervention of the Clerk of Council of Conciliation and Arbitration was sought during the fiscal year 1907-1908.

The inspectors visited 200 industrial establishments during the year, and made 154 inquiries and second visits. There were also 260 inspections of public buildings. It is stated that the new regulations adopted in 1907, fixing the age of admission of boys and girls to work in factories at 14 years met with no opposition on the part of the employers and that the number of children found at work under that age was not as high as when the law was first changed in 1902. To guard against illiteracy a recommendation is made that the ability to read and write should be made an indispensable condition for the admission of children of 14 years or over to factories.

ONTARIO REPORTS.

Industrial Statistics of Ontario.

Ninth Report of the Bureau of Labour of the Province of Ontario, for the year ending December 31st, 1908. Toronto: King's Printer, 1909. Page, 272.

In the Ninth Report of the Bureau of Labour of Ontario it is stated that there was a marked increase in the work of the Bureau. In addition to the three free employment bureaus at Hamilton, London and Ottawa, a fourth one was added at Berlin. During 1908, there were entered at these Bureaus 857 applications for work from males and 61 from females. There were received 345 applications for male help and 82 for female help. Situations were found for 323 males and 37 females.

Circulars were sent to the clerks of all the municipalities in the Province asking for information as to the industries started in 1907, openings for other industries, the number and cost of new buildings, the amounts spent on permanent improvements and sanitation, and the cost and value of the public utilities owned and operated by the municipalities. Returns were received from 704 cities, towns, villages and townships, an increase of 146 over the previous year. Returns were received from 320 labour organizations, compared with 271 in the previous year, and the number of returns from manufacturers increased from 427 to 592.

The statistics of wages showed that the average wage rate in 1907 was \$459.15

per year and \$1.60 per day compared with \$449.43 and \$1.52 in 1906. The average proportion of wages to profit was 25.34 per cent in 1907, 19.06. per cent. in 1906, and 23.33 in 1905.

Reforestation in Southern Ontario.

Report on the Re-forestation of Waste Lands in Southern Ontario. 1908. Toronto: King's Printer, 1909. Page, 25.

In a Report on the reforestation of waste lands in Southern Ontario, Professor Zavitz, of the Ontario Agricultural College, points out the importance of carrying out a policy for the replanting of trees on the portions of land not suitable for agriculture, and for the education of farmers as to the value of wood lots. The soil in southern Ontario is chiefly a glacial deposit on limestone formation and was originally covered with a heavy forest of white and red pine on the light sandy soils, and many of the valuable hardwoods in the richer parts. The only woodland left in this part of the Province, to a large extent, is the farmers wood lot. At least 45 townships have as low as five per cent. of woodland, and in 1904, the municipal assessors returns gave less than fifteen per cent. of woodland for all the settled townships. With the destruction of the forests and the planting of crops, the vegetable mould or old forest soil, disappeared, and large areas were reduced to barrenness by the shifting sand.

It is estimated that in the old settled portion of Ontario, there is an area of about 8,500 square miles of farmers woodlands, and a similar area suited only for forest growth. The writer of the report recommends that private land-owners be urged and educated to feel the necessity of protecting existing woodlands and replanting waste areas, that government forest nurseries be established to supply material to owners anxious to replant waste land, and that the areas unsuitable for agricultural should be preserved as recreation grounds for all time to come, and placed under forest management, a policy which would pay as a financial investment, assist in insuring a wood supply, protect the headwaters of

streams, provide breeding grounds for wild game, provide object lessons in forestry, and prevent citizens from developing under conditions which could only end in failure.

Mining Statistics of Ontario.

Seventeenth Annual Report of the Bureau of Mines of Ontario, Toronto: King's Printer, 1908. Page, 366.

The Annual Report of the Ontario Bureau of Mines for 1908 contains a statistical review of the mineral production of the Province, an account of the work of

summer mining classes, which were conducted almost entirely in the Temiscaming country and in the Larder Lake and Montreal river regions, a description of the mines of Ontario, the geology of Thunder Bay, an account of the iron ranges east of Lake Nipigon, and a review of the iron and steel industry of Ontario.

The following table shows the mineral production of Ontario for the year 1907, with the number of employees in the various branches of industry and the wages paid them.

Product.	Quantity.	Value.	Employees.	Wages.
I				
<i>Metallic:</i>				
Gold.....ounces	3,810	\$ 66,399	160	\$125,537
Silver....."	10,028,259	6,157,871	2,038	1,532,067
Cobalt.....tons	739	92,751		
Nickel....."	10,972	2,271,616	1,824	1,384,027
Copper....."	7,303	1,045,511	1,824	1,384,027
Iron Ore....."	205,295	482,532	276	192,063
Pig Iron....."	286,216	4,716,857	1,242(a)	808,681(a)
Less value Ontario iron ore (120,177 tons) smelted into pig iron.....		282,702		
Net metallic production.....		14,550,835	5,540	4,042,375
<i>Non-metallic:</i>				
Arsenic.....tons	2,958	\$ 40,104	(b)	(b)
Brick, common.....No.	273,882,000	2,109,978	2,850	1,015,000
Tile, drain....."	15,578,000	250,122		
Brick, pressed....."	69,763,423	648,683	508	284,881
" paving....."	3,732,220	73,270		
Building and crushed stone.....		675,000	1,100	480,000
Calcium carbide.....tons	2,667	173,763	63	37,613
Cement, Portland.....bbl.	1,853,692	2,777,478	1,237	699,464
" natural rock....."	7,239	5,097	22	2,029
Corundum.....tons	2,683	242,608	247	168,333
Feldspar....."	12,328	30,375	71	23,359
Graphite....."	2,000	20,000	20	15,000
Gypsum....."	10,186	19,652	18	14,370
Iron pyrites....."	15,755	51,842	137	75,365
Lime.....bush.	2,650,000	418,700	415	155,000
Mica.....tons	456	82,929	158	63,450
Natural gas.....		746,499	191	110,832
Peat fuel.....tons	200	1,040	6	1,500
Petroleum.....Imp. gal	27,621,851	1,049,631 (c)	435 (d)	265,316(d)
Pottery.....		54,585	55	20,220
Quartz.....tons	56,585	124,148	101	52,400
Salt....."	62,806	432,936	194	85,935
Sewer pipe.....		435,088	232	132,884
Talc.....tons	1,870	5,010	13	1,869
Non-metallic production.....		10,468,538	8,073	3,704,820
Add net metallic production.....		14,550,835	5,540	4,042,375
Totals.....		25,019,373	13,613	7,747,195
Totals for 1906.....		22,388,383	12,551	7,747,195

(a) Includes sail making. (c) Value crude product, exclusive of Dominion Government bounty.
 (b) Included in Silver and Cobalt. (d) Petroleum refining works only.

BRITISH REPORTS.

Statistics of the British Empire.

Statistical Abstract for the British Empire in each year from 1893 to 1907. London: Wyman & Sons, 1909. Page, 273. Price, 1s., 2d.

The Statistical Abstract for the British Empire from 1893 to 1907, illustrates by figures the growth and development of the Empire during this period in regard to area and population, trade, shipping, and the production and consumption of staple articles being the principal mineral agricultural and pastoral products. The area, population and trade of the British protectorates are given in appendices to the Statistical Abstract.

The total area of the British Empire is given approximately as 11,332,000 square miles. The population in 1901 was 385,357,000. The total foreign trade of the British Empire, including both exports and imports in 1907, was £1,236,806,000 and the inter-imperial trade was £430,537,000 making a grand total of £1,667,343,000 compared with £1,526,014,000 in 1906.

The following amounts of mineral and agricultural products were produced in the British Empire during 1907.

Coal.....	304,722,000	tons
Iron ore.....	17,029,000	"
Pig iron.....	10,680,000	"
Gold.....	12,100,000	oz.
Wheat.....	412,300,000	bushels.
Barley.....	114,200,000	"
Oats.....	257,800,000	"
Maize.....	29,300,000	"
Wine.....	11,400,000	gallons.
Tea.....	430,913,000	lbs.
Coffee.....	45,106,000	"
Sugar.....	55,700,000	cwts.
Rubber.....	11,940,000	"
Cotton.....	1,235,124,000	lbs.
Jute.....	35,064,000	cwts.

The Child Labour Problem.

Report of the Proceedings of the Child Labour Conference held at Hartford, Conn., December 4, 1908. Hartford: Bureau of Labour Statistics, 1909. Page, 44.

On Dec. 4, 1908, a conference on child labour was held at Hartford, Connecticut, under the auspices of the Consumers League of Connecticut. The report of the conference is issued as a part of the Twenty-Third Annual Report of the Bureau of Labour Statistics of Connecticut.

The following papers among other were read at the conference. "Physical State of Working Children in Connecticut," by Miss Julia Corcoran: "Future Results of Child labour" by Mrs. Florence Kelley: "Effect of Premature Toil upon Wages and Standards of Labour, by Owen R. Lovejoy: "State Industrial Supervision of Children in Germany and Connecticut, By E. W. Lord, "Child Labour and Trade Schools," by E. W. Lord, "Proper Minimum Age for Working Children," by John Mitchell, "Relation of State and the Federal Legislation to the Child Labour Problem" by Henry W. Farnham.

Industrial Statistics of New Jersey.

Twenty-First Annual Report of the Bureau of Statistics of Labour and Industries of New Jersey for the year ending October, 31st, 1908, Camden, N.J., 1909. Page, 390.

The Report of the Bureau of Statistics of Labour and Industries of New Jersey for 1908, is divided into three parts. Part I contains statistics of manufactures, showing for each class of industry the character of business organization, the amount of capital invested, the cost value of stock and material and the selling value of goods made, the average number of wage earners, the aggregate amounts paid in wages, the classified weekly earnings, the number of days in operation, the average proportion of business done, and the character and quantity of power used. Part II contains an analysis of the causes, duration and results of the industrial depression of 1907-08, statistics of steam railroad transportation in New Jersey, tables showing the cost of living and an account of the vegetable and fruit canning industry, in 1907. Part III comprises an industrial chronology of New Jersey, giving the record for twelve months of "Accidents to Workmen while on Duty," "the Closing up or Suspension of Work in Manufacturing Plants," "Increases and Reductions in Wages and Working Hours," "Opening of New Manufacturing Plants and Enlargement of Old Establishments," "Strikes and Lockouts," "Manufacturing Plants damaged by Fire

or Flood, and Notes Concerning Trade and Labor Unions.

Labour Statistics of Connecticut.

Twenty-Third Report of the Bureau of Labour Statistics of Connecticut for the two years ended November 30, 1908. Hartford, Conn., 1908. Page, 400.

The Report of the Bureau of Labour Statistics of Connecticut for the two years ended November 30, 1908, deals with the following subjects: "New Factory Construction," Effects of the Industrial Depression, Free Public Employment Bureaus, Industrial Directory, Proceedings of the Child Labour Conference, Strikes and Lockouts, Directory of Labour Organizations, Tenement Houses, Employers' Liability, and Proposed Legislation relating to Labour.

Labour Statistics of Massachusetts.

Thirty-Eight Annual Report of the Statistics of Labour of Massachusetts for the year 1907. Boston: State Printers, 1908. Page, 663.

The Thirty-Eight Annual Report of the Bureau of Statistics of Labour of Massachusetts is divided into seven parts, which deal respectively with the following subjects: Strikes and Lockouts in Massachusetts for the year ending September 30, 1906; Recent British Legislation affecting Workingmen; Industrial Opportunities not yet utilized in Massachusetts; Statistics of Manufactures, Comparison for 1905 and 1906; Free Employment Offices; Strikes and Lockouts in Massachusetts for the Year ending September 30, 1907; Changes in Rates of Wages and Hours of Labour for the year ending September 30, 1907. The chapter on British legislation contains a summary of the report of the British Commission on Trade Disputes and Trade Combinations, a chronological survey of legislation affecting the legal status of trade unions from 1824 to 1906, the text of the principal acts referred to in the survey, and an account of the British Workmen's Compensation Acts.

UNITED STATES REPORTS.

Industrial Statistics of Rhode Island.

Twenty-First Annual Report of the Commissioner of Industrial Statistics of Rhode Island. Providence, R.I., State Printers, 1908. Page, 1168.

The Twenty-First Annual Report of the Commissioner of Industrial Statistics of Rhode Island contains statistics of the foreign-born population of Rhode Island, church and religious preference, housing, dependent, productive and aged periods, political condition, conjugal condition, maternity tables, colour and race, population by school, military and voting ages nativity of parents, and manufactures. The report also contains an account of the strikes and lockouts of 1907 and a directory of trade unions.

Industrial Conditions of the State of Washington.

Sixth Biennial Report of the Bureau of Labour Statistics and Factory Inspection of the State of Washington, 1907-1908. Olympia, Wash. Public Printer, 1908. Page, 66.

The Sixth Biennial Report of the Bureau of Labour Statistics of the State of Washington deals with the following subjects: Recommendations to the Legislature, the Factory Inspection Law, Industrial Accidents, Strikes and Lockouts, the Steamboat Inspection Law, Bakery Inspection, Cost of Living in Washington the Eight Hour Law for Public Work and the Ten Hour Law for Females, Statistics of Organized Labour, Arbitration of Labour Disputes, Statistics of Wage-Earners and of Manufacturers, and Labour Laws of Washington.

EUROPEAN REPORTS.

Statistics of Strikes.

Statistique des Grèves et des Recours à la Conciliation et à l'Arbitrage survenus pendant l'année 1907. Paris: Imprimerie Nationale. 1908. Page, 688.

The Report of Statistics of Strikes in French States that in 1907, there were 1,275 strikes involving 197,961 strikers and 8,365 establishments. There was a loss of time amounting to 3,562,220 days, compared with 9,438,594 days in 1906. There were 250 applications for conciliation and arbitration under the law of 1892 and the number of disputes settled through these means was 122.

OTHER REPORTS RECEIVED.

Canada.—Reports of the Public Accounts Committee. Part II. Session, 1907-8.

Report of the Department of Trade and Commerce for the year ended March 31, 1908. Part III. Subsidized Steamship Services, with Statistics showing Steamship traffic to December 31, 1908, with estimates for fiscal year 1909-10.

Report, Returns and Statistics of the Inland Revenues of the Dominion of Canada for the fiscal year ended March 31, 1908. Part III. Adulteration of food.

Report of the Militia Council for the fiscal year ending March 31, 1908.

Report of the Northwest Mounted Police 1908.

Seventh Report of the Geographic Board of Canada, containing all Decisions to June 30, 1908.

New Brunswick.—Department of Agriculture. Bulletin No. 1, Education for Agriculture, an address delivered by Dr. James W. Robertson.

Ontario.—Annual Report on Highway Improvement. Ontario, 1909. Temiscaming and Northern Ontario, Railway Commission. Report showing Expenditure on Account of Construction, also Right of Way purchased and equipment owned, for the year ended December 31st, 1908.

Annual Report of the Bureau of Industries, 1907. Part I.—Agricultural Statistics. Part II.—Chattel Mortgages.

Fortieth Annual Report of the Inspector of Prisons and Public Charities upon the Common Goals of the Province of Ontario being for the year ending 30th, September 1907.

Estimates of the Province of Ontario for the fiscal period of ten months from

January 1st, 1909, to October 31st, 1909.

Second Annual Report of the Horticultural Societies of Ontario for the year 1907.

Report on the operation of the Liquor License Acts, Ontario, for the year, 1908.

Annual Report of the Farmers' Institutes of the Province of Ontario, 1908. Part II. Meetings and Statistics. Appendix Farmers Institute Clubs.

Report of the Women's Institutes of the Province of Ontario, 1908. Part I.

Public Accounts of the Province of Ontario, for the year ended 31st, December, 1908.

Saskatchewan.—Annual Report of the Department of Agriculture for 1907.

Great Britain.—Report of the Departmental Committee on Humidity and Ventilation in Cotton Weaving Sheds.

United States.—Fifth Biennial Report of the Commissioner of Immigration, Labour and Statistics of the State of Idaho, 1907-1908.

Report of the Committee appointed by the State of Connecticut to Investigate and Report regarding Legislation to regulate the Liability of employers.

Austria.—Protokoll der dreiundzwanzigsten Sitzung des Arbeitsbeirates vom 22 Dezember 1908.

Die Arbeitseinstellungen und Aupssperungen in Osterreich, 1907.

France.—Statistique Annuelle des Institutions d'Assistance. Année, 1906.

Germany.—Protokolle über die Verhandlungen des Beirats für Arbeiters-tatistik. Verhandlungen Nr. 22.

Progress of Work on Easter

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopsis of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different provinces of Canada.

MANITOBA CASES.

Two Important Decisions with Regard to Picketing.

A judgment of far-reaching importance to union labour, and one which has been awaited with interest during several months in which the case

has been before the courts, was delivered by Mr. Justice Mathers, of the Manitoba Court of Appeal at Winnipeg, Man., on March 19, in the case of the Vulcan Iron Works Co., against Winnipeg Lodge, No. 122, and Fort Garry Lodge No. 189. International Association of Machinists and others. The judgment coincided with the award of the Court of Appeal in somewhat similar case of the Plumbers' Union given a few days previously* grant-

* See below.

ing a perpetual injunction against picketing the premises of the company and allowing damages for loss sustained through the strike.

The first mentioned case arose out of a strike or lockout of the machinists, boilermakers and blacksmiths employed by the Vulcan Ironworks Co., in May 1906. Plaintiffs claimed \$50,000 as damages for losses which they sustained, and asked for a perpetual injunction against the defendants, of whom there were 92, and the six labour unions involved from interfering with the men employed by the plaintiffs or those seeking employment with them, and from picketing, besetting or watching the place where plaintiffs carry on their business.

His lordship, in delivering judgment, dealt at some length with the facts leading up to the strike or lockout. He found that the defendants, with the exception of those whom he subsequently mentioned, conspired together to picket the plaintiff's works by watching and besetting them for the purpose of inducing or procuring men who had continued to work to cease working; of preventing any of those who had struck work or been locked out from returning to work, and of preventing any others who might be willing to take employment with the plaintiff from doing so, with a view to thus compelling the plaintiff to comply with their demands. The judgment of his Lordship is in part as follows:—

"There is no doubt the ultimate object of the men was a perfectly lawful and even commendable one, namely, the improvement of their own position, and the only question to be decided here is whether or not in the pursuit of that lawful object they resorted to practices that the law forbids."

"In the present case the evidence showed attempts at intimidation by threats of violence, although the picketing was generally carried on in a peaceful and orderly manner. One Stumpke, who continued to work after the others had been locked out, when leaving work one evening, was followed by two of the pickets to his home, and again when about to enter the

works he was chased for some distance by a picket, who pursued him so closely that he lost his hat. There is no doubt that this workman was very much frightened by the pickets."

"Where a body of men unite together to perform an act, leaving it entirely to the discretion of those they employ as to the means they shall make use of, I think all must be held responsible for the acts of each individual so employed. And they cannot evade responsibility by saying that what was done was without instructions."

"It cannot be doubted that where an employer desires to employ workmen and a number of men post themselves on the approaches to his shop for the purpose of persuading men not to work for him or to seek employment from him such conduct would support an action for a common law nuisance."

His lordship was of opinion that the picketing as conducted amounted to a common law nuisance and that the individual defendants who took part in it as well as all who acted in combination with them were liable to the plaintiff for the damage occasioned thereby.

"A much more difficult question to decide," continued his lordship, "is the liability of the various lodges. There is no record in the minutes of any resolution or other formal act of any lodge authorizing or directing the picketing of the plaintiff's works. It was admitted, however, that the preparation and presentation of the schedule to all the contract shops, including the plaintiff's by the moulders was the act of lodge 174. And it was clear that the preparation and presentation of the machinists' schedule was the act of Machinists' lodge 189. The lodge appointed a committee to prepare the schedule; the draft schedule was brought into and approved by the lodge. It was forwarded by the secretary, as required by the constitution, to the grand lodge for approval and a grand lodge officer requested to come to Winnipeg as soon as convenient. The grand lodge officer did come and was present at and addressed the lodge on May 14. It is quite manifest the purpose of both

these lodges was to force their respective schedules into the contract shops, and if necessary for the accomplishment of that purpose to call their members out on strike. They each appointed a committee to present the schedule to the contract shops and to negotiate for its acceptance. In the meantime they were gathering into the lodge all non-union men as far as possible so as to make their position stronger. There was nothing at all unlawful in all this, but it shows the purpose they had in view. On the 14th of May the Moulders lodge 174 voted to give 48 hours to comply with their demands. At the expiration of that notice they held a meeting of which no minutes were taken and resolved to strike and the next morning pickets were on duty around the plaintiff's works.

"The ground upon which the unions are held liable for the acts of their agents is that the principal is answerable for every act of the agent that is committed in the course of the service and for the principal's benefit, though no express command or privity of the principal be proved. This law is applicable to trade unions":

"Apart from this feature of the case altogether, the evidence seemed conclusive that the whole strike and all that was done to promote it was approved, supported and participated in by lodges 189 and 174. These two lodges are, therefore, jointly liable with the individual defendants for the damage caused by the wrongful acts of the strikers."

His lordship held that lodges, Nos. 147, 122 and 335 were not liable. There was no evidence on which it would be possible to hold any of these lodges liable for any illegal acts committed either by lodges 174 or 189, or by the pickets.

"The moulders did nothing illegal in ceasing work, as they were working by the day. The machinists and the blacksmiths had a right to stay out when they were dismissed. They were under no obligation to go back. The plaintiff, therefore, has no right to complain of anything that occurred up to that time. It did sustain damage by being deprived of the services of these men, but for that damage it has no remedy against any

person. Any damage it is entitled to must arise from some illegal act performed by the defendants or some of them.

"It does appear that while the picketing lasted and before the injunction, the plaintiff had difficulty in securing men to fill the places of its late employees, and there is evidence that after the injunction was obtained and served it had not the same difficulty. That evidence coupled with the illegal acts by the defendants, of which evidence was given, tends to show that to some extent the plaintiff was prevented from getting men by the defendants' illegal conduct. It was also by unlawful acts deprived of the services of workmen who would otherwise have continued in its employment.

"The injunction will be made perpetual and judgment entered for \$500 against Fort Garry lodge, No. 189, International Association of Machinists, the Iron Moulders' Union of North America, No. 174, and the International Brotherhood of Blacksmiths and Helpers, against which interlocutory judgment has been signed, and also against the individual defendants named in paragraph 25 of the statement of claim, with the exception of six men, who did not picket, with costs of suit, except such costs as were occasioned by adding those defendants who succeed in the action.

"The action will be dismissed as to Blacksmiths' lodges 147 and 335, and Machinist lodge 122, and as against the defendants' representatives of these several lodges and as against Hammond, Geo. Paget, James Shute, A. Harley, A. McSkimmings, K. Sutherland, and C. Lorengen, with costs of defence."

The Case of the Winnipeg Plumbers Union vs. Cotter Bros.

Two days previously to handing down the above decision the same court delivered judgment in the matter of the appeal of the Winnipeg Plumbers' Union against a judgment awarding Cotter Bros., plumbers and steam fitters, damages to the extent of \$2,000 following a strike of the union, and also granting a

perpetual injunction against picketing of the premises of the plaintiffs by members of the unions.

The original suit in this case was brought by the master plumbers of the city against the defendants the Journey-men Plumbers, and members of local unions, to restrain them from interfering with the plaintiffs and the men they had hired during a plumbers' strike, and to recover damages for injuries they considered they had received. The case was tried before Judge Mathers, who held that the defendants had broken the law and had thereby rendered themselves liable to damages for inducing those who remained in the plaintiffs' employ or afterwards entered same, to leave their employment and for preventing others from doing so. There was no doubt the plaintiffs were seriously damaged by the strike and what followed it, and he assessed the damages against all the defendants at \$2,000, divided amongst the plaintiffs. The injunction was also made perpetual restraining the defendants from interfering with the plaintiffs or their workmen. From that decision the defendants appealed.

The judgment of the court of appeal was delivered by Perdue, J. A., and was to the effect that the appeal of the defendants should be dismissed, but that no costs of the appeal should be allowed to either party. The court held that for a number of persons to combine together to procure others to break contracts is unlawful and if such others are induced to break and do break their contracts this constitutes an actionable wrong. It is no justification for the defendants to show that they were not actuated by malice or ill-will against the persons injured by their acts and that they only sought to further their own interests. The picketing or besetting of the plaintiff's shops with the object of coercing employees or inducing them to cease working is also unlawful. The trial judge was right in holding that the individual defendants, with two exceptions, were liable to the plaintiffs in damages for the wrongful acts complained of. The strike was the act of the union as a body and not that of individual

members. Members of the union were forced to stop work by reason of the strike having been declared by a vote of the union. In spite of the efforts made to suppress the facts there was sufficient evidence given at the trial to bring the wrongful acts home to the union as a body, so as to make its funds or property liable to answer in damages.

Damages for Injuries.

A case (Roy vs. Henderson) was recently decided in the Court of Appeal in Manitoba, arising out of the death of a person while taking sand from a sand pit. The defendants, the owners of the pit, were selling sand to the deceased and other customers. The roof of the pit had been undermined, and fell on the deceased who was loading his wagon, causing injuries from which he died. The Chief Justice agreed with the trial Judge that the defendants were bound to keep the premises reasonably safe for customers. The deceased was doing what he was invited to do by the defendants, and mere knowledge of the danger did not disentitle the party injured from recovering damages. As the deceased, however, did not require the defendants to do their part, and as he was aware of the danger, the appeal was dismissed with costs. The appeal was made on a judgment dismissing the original action.

ONTARIO CASES.

Locomotive Engineer Sentenced to Imprisonment.

Eight months in the county jail was the sentence imposed at Guelph by Justice Riddell on Engineer Cornelius Kennedy, convicted of criminal negligence as having contributed to the causes of the collision near Harriston, when two men were killed. Conductor Matthew Fleming and Frank Lane, the fireman, also convicted, were allowed to go on suspended sentence. Two brakemen, who pleaded guilty, had previously been allowed to go on suspended sentence. Fleming and Lane were bound over for good behaviour in 5,000 personalty and sureties of \$2,000 each.

In sentencing the three men his lordship spoke in part as follows:—

"I must confess that I have never had a more difficult task since occupying a seat upon the bench. It is a terrible thought that, while, if any one of you men or of the two who have pleaded guilty, had done his plain duty, no accident would have happened, five men were found who all neglected their plain duty at the same time, and as a consequence two men were hurled into eternity and a third maimed for life. Had anyone said in advance that this concurrent negligence of five men might happen, it would have been thought incredible, but such is the fact."

"Of the two main objects of punishment, one is the reformation of the offender, bringing him to a sense of his sin and crime. That, I am glad to know, is not needed in the present case; you all express your penitence and, as it seems to me, your penitence is sincere."

"There is, however, the other and more important object which I may not lose sight of—the prevention of like crimes in the future. Nothing can be done to bring back the dead; but it may be that something may be done to prevent others being slain in like manner. I should like to say to you all, 'Go in peace and sin no more,' and if a simple conviction for this crime without more would be sufficient to demonstrate to all that negligence under such circumstances is a crime which cannot be passed over, that course might be pursued. But, after the most anxious consideration, I cannot see that this can be."

"The jury made a very strong recommendation to mercy; and numbers of representations have been made by your comrades and friends, as well as others. Though upon the evidence, a conviction for manslaughter would have been wholly justified, the Crown has not seen fit to press that more serious charge, but has been satisfied to proceed upon that which is less serious—criminal negligence. The punishment I am authorized by the law to impose for this crime is two years' imprisonment in the penitentiary. I shall not send any of you to the penitentiary, nor indeed to the Central prison."

"It was your duty, Cornelius Kennedy, to know that you were on the right road. It was your duty to signal the switchman at Harriston. You are the man whose negligence was the immediate cause of the accident. The law cannot accept the excuse that you forgot when you were bound to remember. Lives of men are not to be endangered by permitting one in charge of a dangerous article, be it a fiery horse, automobile or railroad engine, to act upon a wrong impression, if the means for removing such wrong impression are at hand and should be made use of."

"You, Frank Thomas Lane, were the fireman. You knew the road intimately; your duty was to know that the switch was set right before the engine went over it. You knew that to take the proper road four blasts of the whistle should have been given; you could easily have known if they had been so given—it is plain that you did not pay any attention to see if they were given or omitted—and you, too, have caused—by not preventing—the deaths we are deploring."

"And you, Matthew Fleming, were the conductor, the man in charge of the train, placed in authority to watch and see that all others did their duty. It was your duty to be out at this point and to have all your brakemen also out—the rules are plain. Upon this day you did not wait for the train to pass the switch before you went inside your caboose—though you had never done the same before, and cannot, you say, account for your conduct now—though all your brakemen should have been out, you allowed them all to be within the caboose and at the same time."

"It is impossible to resist the conclusion that it was the fact that you were desirous of getting back to a ball at Stratford and were hurrying your preparations to change trains, which led to this neglect of a plain duty—a duty which had on all previous occasions been faithfully performed. In the witness box you said, 'We railway men trust each other; we expect that the other will do his duty.'"

"That is the cardinal mistake you and your mates have made—you are not to

rely upon the other doing his duty, you are to fear that he may not do his duty."

"In some cases," his lordship said, "it becomes apparent that the real cause of accidents is the want of sleep and rest which trainmen are suffering from. It is satisfactory to know that nothing of the kind appeared in the present case."

"I should add that to a number of the petitions handed in to me I can pay no attention. Persons who express an opinion that those violating the law should not be prosecuted because of their good character show an ignorance of the first duties of a law-abiding citizen, and ask for one law to be applied to those they approve and another to those they do not."

"I can only hope that such petitions were signed through inadvertence, and without a full sense of what they imply; it is, of course, notorious that this often happens."

"The drafting of the petitions must have been done by some one ignorant of the genius of our institutions, and our law-abiding principles—it is impossible for me to believe that the mind which conceived and the hand which drafted such petitions could have been those of a Canadian."

Railway Conductors Convicted of Fraud.

Two Grand Trunk Railway conductors, convicted recently on charges of conspiring to defraud the company, were sentenced by Judge Winchester to three years each in the Kingston Penitentiary. Two confederates were sentenced to one year each in the Central Prison. A third was allowed to go on suspended sentence.

Settlements out of Court.

At the Brantford spring assizes settlement was made by the Cataract Power Company of the claim of Frederick Whiting, who lost one hand by coming in contact with an unprotected live wire at Mohawk Park last fall. The company paid Whiting \$1,000 and costs, and agreed to provide him with an artificial arm and employment at \$1.25 per day.

Two damage suits against Joseph Battle viz.: *Sauve v. Battle*, and *Wilson v. Battle* have been settled out of court. In these cases the plaintiffs were each widows of two men who were drowned in Burlington Bay, Hamilton, last summer, while in the employ of the defendant. The men were sent out in a boat to bring in an anchor. The anchor weighed 200 lbs. and the men were dragging it back to land when, it is believed, the anchor caught in a rope suspended under the water and jerked the boat backward, with the result that the boat sank and the men were drowned. An attempt would have been made to save them, but no other boat could be found.

QUEBEC CASES.

Contributory Negligence.

In an action before the Superior Court the plaintiff, widow of the late Napoleon Labrecque of Sherbrooke, sue the defendants for \$10,000 as damages for the death of her husband, while in the employ of the defendants. The plaintiff claims \$5,000 on her own right and \$5,000 on behalf of the four minor children of the deceased, the female plaintiff being, the stepmother of the children. The late Napoleon Labrecque had been in the employ of the defendants for some time previous to the children. The late Napoleon Labrecque had been in the employ of the defendants for some time previous to the 30th of March, 1907, and on that date was working as a mason on a stone pier of a bridge about to be erected over the St. Lawrence river, opposite St. Anne de Bellevue. The concrete portion of the pier had been constructed to about six feet above the surface of the water when the nature of the construction was changed and a ring of large stones was placed all around the concrete foundation, but leaving a sill or shoulder of the concrete not covered by stone, of about two feet six inches in width. The first course of this stone had been placed and two or three stones of the second course had been laid, when Labrecque in order to put a stone in po-

sition jumped down on to the sill when he slipped and fell into the river. The current was very strong at this point, and the water was clear of ice for about 500 yards and Labrecque was drawn under and drowned.

The Court held that while there was no necessity for Labrecque to go down on to the concrete pier, it seemed to be convenient for him to do so, and that in so doing he contributed to his own death. There was no doubt but that the work was of a dangerous character, and that it was the duty of the defendants to have taken all responsible precaution commensurate with the danger of the employment in order to protect the lives of their employees, but this duty was neglected. As to the warnings alleged to have been given by defendants' foreman to Labrecque not to go down on the concrete sill, this was not pleaded by defendants and could not prejudice the plaintiffs.

The Court therefore held that the death of Labrecque was due to his own carelessness and the negligence of defendants in not providing proper means of protection and that the damages should be assessed at \$4,000 that the late Labrecque contributed to his own death his representatives should contribute one half this amount and that defendants should pay half of the damages, namely \$2,000. The defendants were therefore condemned to pay \$1,000 to the said plaintiff personally, and \$1,000 to the tutor of the said four minor children, with costs of an action for \$2,000 and costs of exhibits.

Dame C. Bédard, *et al v. D. G. Loomes et al.* The Superior Court, Sherbrooke, Hutchinson, J.

Right of Provincial Government to enquire into Municipal Administration.

Upon the opening of the March term of the Court of Kings Bench of Quebec, appeal side, Sir Henri T. Taschereau, the chief justice, delivered judgment upon three questions submitted for its opinion and argued before it on the 10th instant, involving the neglect of the provincial government of Quebec to make enquiry into the administration of the affairs of the City of Montreal.

The judgment was in part as follows:—

This court has had submitted to it for its opinion by the Government of the province of Quebec, the following questions:

1.—Do articles 596 and following of the Revised Statutes, as replaced 59 Victoria, chap. 11, section 1, confer upon the Lieutenant-Governor of the province of Quebec in council, the power to appoint one or more commissioners to make a complete and general enquiry into the administration of the affairs of the city of Montreal by its City Council, as asked by the petition, copy of which is annexed to the present questions:

2. Do the dispositions of said article require that the commission should mention one or more special matters to make the subject of the enquiry?

3. What sense must be given to the word "matter" contained in the fifth line of said article 596?

For the purpose of this case, it will be sufficient to read the formal judgment of this court on the question submitted, and the reasons of this court for arriving at a unanimous judgment are as follows:—

"Considering that said article 596 of the Revised Statutes by 59 Victoria, chapter 11, section 1, is worded in general terms and confers upon the Lieutenant-Governor-in-council the power to cause, whenever he deems it expedient, enquiry to be made concerning any matter connected with the good government of the province, the conduct of any part of the public business, the administration of justice, or any matter connected with the good government of any city, town, village or other municipality of the province:

"Considering that said power is not limited to cases in which special and specific charges are alleged in support of a petition asking such enquiry and that it is not necessary that said petition should mention such particular charges:

"Considering that the executive has itself full discretion in such a matter and may, either order the complete and general enquiry, in accordance with

the terms of the petition, of limit said enquiry to certain particular subjects, and to certain fixed dates and periods;

"Considering that it is to be presumed that the commission itself, once appointed and in chrage of the complete and general enquiry, will render justice to the interested parties, by having the charges specified as they come up, if deemed necessary, by preventing the parties accused from being taken by surprise and by ordering needed adjournments to that effect;

"Considering that the word 'matter' used in said article 596 means, in this instance the whole of a thing of an existing state of things, or a bad and defective system or administration of the affairs of the city of Montreal by its City Council;

"This court answers 'yes' to the first question 'no' to the second, and replies to the third as follows: The word 'matter' mentioned in the question means, in this instance, the whole of a thing, of an existing state of things, of a bad and defective system of administration of the affairs of the city of Montreal in general by its City Council."

No order will be made as to costs.

Damages for Elevator Accident.

The case of Miss Dora Lapierre v the Bell Telephone Co., was heard at Montreal before Mr. Justice Curran and a jury during March. This was an action for \$12,000 damages for a compound fracture of the plaintiff's leg through an elevator accident in October, 1907. Miss Lapierre was an operator of the company. On the date mentioned she entered the elevator with another operator when the elevator man was outside the car. Her companion moved the lever, and, becoming frightened, Miss Lapierre jumped from the car and sustained the injuries complained of.

The jury found that the elevator attendant being some feet from the elevator door, which was open, constituted a negligence, and found for the plaintiff in \$3,200, but reduced that amount by \$700 for the contributory negligence by

plaintiff throwing herself from the car, and rendered a verdict of \$2,500 damages. The formal judgment of the court was reserved on request of the company's counsel.

The Anti-Cigarette Law.

The first case in Montreal for violation of the anti-cigarette law came before the courts during March, when Ferdinand Moreau, a lad of thirteen, appeared privately before the Recorder. He was allowed to go on suspended sentence after being given a strong admonition. The Recorder requested that a copy of the law be posted in all the boys' schools and the police has been asked to comply.

BRITISH COLUMBIA CASES.

Damages for Loss of Forefinger.

Early in March the case of Boniface vs. B. C., Marine Railway Company was concluded in the Supreme Court before Chief Justice Hunter and a special jury. The plaintiff was given \$1,035 damages for the loss of his first finger by a circular saw in the defendant company's works.

The contention of the plaintiff was that the saw was not in proper condition, and that the company did not keep its saws so. He lost his finger, he contended, by a board he was cutting for the company flying up, through the defective condition of the saw, and his hand slipping onto the saw.

Before the jury went into the question his lordship submitted to them a preliminary question as to whether the plaintiff was engaged in work for himself or for the company at the time of the accident. They decided he was doing company work. On the main question, as to negligence under the Workmen's Compensation Act, the jury decided that the company was responsible in not keeping the plant in proper shape and in having no one to look after the filing of the saws.

ENGLISH CASES.

Inspection of Books of Trade Union.

By the rules of a trade union it was provided that the books and accounts

of the Society, and the list of members should be open to the inspection of the members and the other persons having an interest on the funds, in accordance with the Trade Union Acts, on one week's notice being given on application to the committee.

It was held by the Court that the right of inspection thus given might be exercised by means of an agent, but that the agent must not make use of the information acquired, except for the use of his clients.

Master and Servant.

The plaintiff was engaged in wharfing a vessel owned by the defendants, by whom he was employed from one berth to another across one of the Liverpool docks. He was one of five hands engaged upon the deck of the vessel of unmooring it from the side of the dock where it was lying, passing ropes to a tug and to the quay alongside of which the vessel was to be moored. The vessel was taken across by means of the tug and by means of a rope, and was during this operation, at no moment entirely free from the quay. She was not using her own steam or any motive power of her own. While so engaged on the vessel the plaintiff sustained personal injuries in respect of which he sued the defendants under the Employers' Liability Act, 1880. Held, that the plaintiff was a "seaman," and as such was excluded from the benefits of the Employers' Liability Act, 1880.

Enforcement of Factories Act.

An Inspector of Factories, on visiting a factory in May, 1905, found the fly wheel of an engine improperly fenced, as required by the Act. On March 12, 1908, he again found the same wheel improperly protected. On a third visit on July 1, 1908, again finding the wheel insecurely fenced, he laid an information

on July 22, 1908. The justice dismissed the case on the ground that it had not been laid within three months after the date at which the offence came to the appellant's knowledge. The King's Bench Division, on appeal, held, however, that there was a continuing offence in not securely fencing the fly wheel, and that the judge was therefore wrong in dismissing the information on the ground that it had not been laid in time.

(*Verney vs. Mark Fletcher & Sons, Limited*, King's Bench Division, January 20, 1909.)

UNITED STATES CASES.

Case of American Federation of Labour vs. Bucks Stove Company.

The American Federation of Labor hereafter may refer to the boycott against the Bucks Stove and Range Company of St. Louis except by inclusion in the "We don't patronize" list. This, in substance is the effect of a decision handed down on March 11, by the court of appeals of the District of Columbia in the injunction case of the Bucks Stove and Range Company against the American Federation of Labor. In a recent decision by Justice Gould of the supreme court of the district, the American Federation of Labor and the officers, Messrs. Gompers, Mitchell, Morrison and others, were enjoined from conspiring to boycott the Bucks Stove and Range company and from printing or publishing, or distributing through the mails or otherwise any copy of the Federationist, or other publication referring to the complainant, its business or product in the "We don't patronize" list.

Declaring that the district court of appeals' erred in modifying the injunction of Justice Gould, the St. Louis Company through their attorney on March 27, made a motion for an appeal to the United States supreme court. The motion was allowed.*

* See the *Labour Gazette* for January, 1909, page 794.

THE

LABOUR GAZETTE

MAY, 1909.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF APRIL 1909.

I.—GENERAL SUMMARY

THERE was a marked increase in general industrial activity throughout Canada during the past month, with the opening of navigation and the resumption of outside employment. The agricultural season has been backward and seeding was considerably delayed, though no serious consequences were feared at the close of the month. Building was very active, and the season promises to be exceptionally busy, the number of permits issued in most of the large centres being greatly in excess of the returns for April, 1908. Civic improvements on a large scale were commenced in a number of localities. The forwarding of men for the lumber drives and the opening of the lumber mills absorbed large numbers of workpeople in Ontario and the eastern provinces; in British Columbia also an improvement in this branch was reported. Railway construction gangs were considerably augmented during April, and a gradual increase is anticipated throughout the rest of the season, the amount of work in sight being very large. In the mining industry, the Nova Scotia collieries were becoming more active, and several branches of the metalliferous mines took on additional men with the disappearance of the snow; labour disturbances in this industry in Eastern British Columbia and Alberta were unsettling factors during the month, the latter province being threatened with embarrassment to general industry

through a shortage of fuel. Transportation companies had a good month. The unskilled labour market was much more active than in the preceding month. Compared with April, 1908, the general industrial outlook may be said to show a marked improvement.

Changes in Wages and Hours of Labour.

The following is a statement by industries and groups of trades of the more important changes in wages and hours of labour, information concerning which was received at the Department of Labour during April 1909:—

Fishing.—The prices paid to fishermen on the Fraser river were reduced. ⁽¹⁾

Building trades.—Stonecutters (180) at Calgary, Alta., had their wages increased from 60 to 62½ cents per hour, dating from April 1st. Painters (260) at Quebec, Que., received an increase of 2½ cents per hour, their wages now being \$13.50 per week of 54 hours. Bricklayers at Brantford, Ont., to the number of 70, had their wages increased from 42 to 45 cents per hour, and their hours decreased from 9 to 8 per day; the change resulted from an agreement entered into a year ago.

Printing and allied trades.—Printers at Ottawa, Ont., and Regina, Sask., ob-

⁽¹⁾ See report of New Westminster, B. C., correspondent.

tained new scales involving an increase in wages. ⁽²⁾

Railway construction.—Workmen employed on the construction of the tunnel at Windsor, Ont., had their wages raised from 27 to 35 cents per hour.

Dominion government employees.—On April 2, the Honourable the Postmaster General moved a resolution in the House of Commons to give effect to the following:—

That it is expedient to amend the Post Office Act and the Civil Service Act and to provide as follows:—

That in the outside division of the Post Office Department the salaries of messengers, porters, letter carriers, mail transfer agents or box collectors shall, in Grade A be at the rate of \$1.75 per day, in Grade B at the rate of \$2.00 per day, in Grade C at the rate of \$2.25 per day, in Grade D at the rate of \$2.50 per day, in Grade E at the rate of \$2.75 per day; that the salaries of the fourth-class clerks shall, on appointment be \$500 with annual increases up to \$700; and that if the salary of any stamp-er and sorter or fourth-class clerk is at present less than \$500, it shall forthwith be increased to that minimum.

The resolution was subsequently passed by the House, and a bill based thereon was introduced. The scale above mentioned involves in the case of the great majority of the employees mentioned an increase of 50 cents per day.

Cost of Living—Prices.

A feature of the month was the rapid increase in the price of wheat, followed by a corresponding advance in the price of flour and of bread in a number of localities. The market for all lines of farm produce was strong, though milk, butter and eggs declined from seasonal causes. Meats advanced. Lumber in British Columbia was firmer in price but was unchanged elsewhere. Bricks were higher at Toronto. Metals remained steady and quiet, with copper dull and silver upward. Rents in the workingmen's quarter of Winnipeg were downward, but were generally firm elsewhere in Canada on the renewing of leases on May 1st.

Interruptions to Industry.

There were 8 trade disputes in existence during April, 1909, compared with 7 in March, 1909, and 8 in April, 1908. The loss in working days, however, showed a

⁽²⁾ For full details of these changes see reports of Ottawa, Ont., and Regina, Sask., correspondents.

considerable increase, being 76,899, compared with 10,450 in March, 1909, and 5,400 in April, 1908.

Among industrial and other establishments and buildings destroyed by fire or other cause during April, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scotia.—Hotel at Halifax; church at Kentville, loss, \$8,000.

New Brunswick.—Church at Burnt Church; courthouse at Edmundston, loss, \$13,000.

Quebec.—Vinegar factory at Bijouville, loss, \$10,000; sawmill at Coe Hill; sawmill at Flodden; sugar houses and outbuildings at Glen Sutton; outbuildings and stock at Joliette, loss, \$4,000; broom factory at Louiseville, loss, \$12,000. At Montreal: Canadian Pacific Railway freight sheds; sash and door factory, loss, \$25,000; club house loss, \$8,000; wholesale clothing store, loss, \$50,000. Sawmill and woodworking establishment at St. Ferdinand d'Halifax, loss, \$18,000; hotel at Sault au Recollet, loss, \$7,000; sawmill at Ste. Marie Salomée, loss, \$10,000; wadding factory at Terrebonne, loss, \$25,000.

Floods in the vicinity of Montreal caused serious damage.

Ontario.—General store at Carp, loss, \$25,000; business section of Chesterville, loss, \$75,000; hotel and bakery at Cobalt loss, \$3,000; business portion of Lenox, loss, \$300,000; At London, school house destroyed by storm of April 7 loss, \$10,000; fencing company's plant, loss, \$3,000; stationery and box factory loss, \$15,000; shoe factory, loss, 10,000; cheese factory at Lyndhurst, loss, \$2,500; hardware stock and building (partial), loss, \$9,000; hotel (partial), loss, \$2,000; furniture factory at Ottawa, loss, \$5,000; boarding house at Ottawa, loss, \$2,000; store and warehouse at Pembroke; drill hall at Peterborough; round house and locomotives at Prescott, loss, \$12,000; skating rink at Port Colborne, loss, \$4,000; flour and feed store at Swansea, loss, \$20,000; hot houses at Toronto, loss, \$50,000; neckwear factory at Toronto, loss, \$10,000; glass factory at Wallaceburg, loss, \$150,000; planing mill at Welland, loss \$4,000.

An ice jam in the Niagara gorge flooded the power houses causing a shut down for two weeks, and destroyed many wharves, boat houses, warehouses and fishing apparatus at Niagara Falls, Queenston and Niagara-on-the-Lake.

A heavy windstorm on April 7, caused considerable damage at London, Chatham, Hamilton, Guelph, Toronto, St. Catharines, Port Dalhousie and elsewhere in Ontario.

Manitoba.—Business block at Dauphin, loss, \$3,500.

Conditions in the Industries and Trades.

Conditions of employment during April in the several industries and trades throughout Canada, as indicated by the reports of correspondents to the *Labour Gazette*, and by information received at the Department from other sources, may be briefly summarized as follows:—

Agriculture.

Backward weather retarded seeding operations throughout Canada. Condi-

tions varied somewhat in this respect according to locality. In some districts of Alberta several thousands of acres have been seeded; in other sections of Canada snowfalls prevented farmers from getting on the land, though the moisture this afforded left the seed bed in excellent condition. Winter wheat has come through well. Notwithstanding the delay, a considerably increased output is expected in view of the largely increased crop area, which in many districts of western Canada is from 10 to 25 per cent. larger than the acreage of last year. The secretary of the Northwest Grain Dealers Association estimates that the increase in the western wheat acreage will be in the neighbourhood of 800,000 acres, as the result of the opening up of new lands and homesteads. The acreage last year was about 6,500,000 acres; this year it is expected the total will reach 7,500,000 acres.

The demand for farm help showed a considerable increase during April. At many points in western Canada wages as high as \$35 to \$40, with board, were offered to good men on engagements until the autumn. Domestic servants were also in keen demand.

A number of seed fairs were held under the auspices of the Dominion government.

The maple sugar season has been fair, though the total production is under that of last year. A considerable falling off occurred in the Eastern Townships, Que.

The dairying season of 1909 opened under favourable conditions. The short pasturage and scarcity of water caused a reduction in the production of milk during the latter part of the season of 1908. Good stocks of winter fodder, however, were laid in and cows have come through the winter well. Pastures and meadows have not been winter killed to any extent.

Markets were well attended and prices high for the season. Hogs were scarce and in demand in Ontario, and cattle and horses scarce in Alberta. As a result of the coal miners' strike in Alberta a number of steam ploughing outfits in western Canada were short of fuel and were compelled to remain in idleness.

A meeting of the grain growers of the county of Kent, Ont., was held at Cha-

tham, Ont., early in April. The holding of a provincial exhibition was advocated.

Fishing.

The lobster season opened in the Maritime provinces, but the presence of ice off the coasts prevented good catches, and some damage to gear was done. In the course of an inquiry before the Fisheries Committee of the House of Commons it was stated that there are now about 700 lobster canneries in Canada, of which 217 are in Nova Scotia ⁽¹⁾. Herring also appeared off the coast and some small catches were reported.

In British Columbia the run of steel heads on the Fraser was about over, but red springs were taken in good quantities up to the close of the month. Some reductions in the prices paid for these fish went into force on April 15. ⁽²⁾ Elsewhere in the province conditions were quiet, though some large catches of halibut were reported. Sealing operations by Canadian vessels will be on a very limited scale during the coming season ⁽³⁾.

The preservation of the oyster beds of the Maritime provinces will be made the subject of a conference between the three provincial governments affected.

The report of the Georgian Bay Fisheries Commission, appointed by the Dominion government, recently issued, recommended the creation of a large game-fish preserve in Georgian Bay.

By order in council dated April 8, the fisheries regulations applying to British Columbia were extensively amended, with reference to fishing licenses, close reasons, nets, seines, etc.

Lumbering.

A pronounced increase in activity due to seasonal causes took place throughout Canada. In Ontario and the eastern provinces there was a keen demand for men for the drives, at good wages, and most of the gangs had reached headwaters by the close of the month. The season is about two weeks later than last

(1) See report of Charlottetown, P. E. I., correspondent.

(2) See report of New Westminster, correspondent.

(3) See report of Victoria, B. C., correspondent.

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue several trades and industries throughout the Dominion. This table has references only to the amount of employment headings in the *Gazette*. In tabulating the information in question, the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural operations.	Fishing.	Lumbering (including saw-milling.)	Mining.	Manufacturing.	Railway construction.	Building trades.
<i>Nova Scotia—</i>							
1—Sydney.....	Active.	Quiet	.....	Quiet	Busy	.....	Quiet
2—Westville.....	Quiet	.....	.....	Dull	Active	.....	Quiet
3—Halifax.....	.....	Quiet	.....	.....	Active	.....	Quiet
4—Amherst.....	Quiet	Quiet	Active	Quiet	Active	.....	Dull
<i>Prince Edward Island—</i>							
5—Charlottetown.....	Quiet	Quiet	.....	.....	Active	.....	Active
<i>New Brunswick—</i>							
6—Moncton.....	Quiet	Quiet	Active	Active	Active	Active	Active
7—St. John.....	.....	.....	Quiet	.....	.....	.....	Quiet
8—Newcastle.....	Quiet	Quiet	Quiet	.....	.....	.....	Active
<i>Quebec—</i>							
9—Quebec.....	Active	.....	Active	.....	.....	.....	Active
10—Sherbrooke.....	Active	.....	Active	Active	Active	Active	Active
11—Three Rivers.....	Active	Dull	Active	.....	Active	Dull	Active
12—St. Hyacinthe.....	Active	.....	.....	.....	Active	.....	Active
13—St. Johns.....	Active	.....	.....	.....	Active	.....	Dull
14—Maisonneuve.....	.....	.....	.....	.....	Active	.....	Active
15—Montreal.....	.....	.....	.....	.....	Active	.....	Busy
16—Hull.....	.....	.....	Quiet	.....	Active	.....	Active
<i>Ontario—</i>							
17—Ottawa.....	Active	.....	Active	.....	Active	Active	Active
18—Kingston.....	Active	.....	.....	.....	Active	.....	Active
19—Belleville.....	Active	Active	Active	Active	Active	.....	Active
20—Peterborough.....	Active	.....	Active	.....	Active	.....	Quiet
21—Toronto.....	Active	.....	.....	.....	Active	.....	Busy
22—Niagara Falls.....	Active	Quiet	.....	.....	Active	.....	Busy
23—St. Catharines.....	Active	.....	.....	.....	Active	.....	Active
24—Hamilton.....	Quiet	.....	.....	.....	Active	Active	Quiet
25—Brantford.....	Active	.....	.....	.....	Active	.....	Active
26—Guelph.....	Quiet	.....	.....	.....	Active	.....	Active
27—Berlin.....	Active	.....	.....	.....	Active	.....	Active
28—Stratford.....	Active	.....	.....	.....	Active	.....	Active
29—London.....	Active	.....	.....	.....	Active	.....	Active
30—St. Thomas.....	Active	.....	.....	.....	Active	.....	Active
31—Chatham.....	Active	.....	.....	.....	Active	Active	Active
32—Windsor.....	Active	.....	.....	.....	Active	.....	Busy
33—Sault Ste. Marie.....	Dull	.....	.....	.....	Busy	.....	Active
<i>Manitoba—</i>							
34—Winnipeg.....	Active	.....	.....	.....	Active	.....	Active
35—Brandon.....	Active	.....	.....	.....	.....	.....	Active
<i>Saskatchewan—</i>							
36—Regina.....	Active	.....	.....	.....	Active	.....	Quiet
37—Moose Jaw.....	Active	.....	.....	.....	.....	.....	Busy
<i>Alberta—</i>							
38—Calgary.....	.....	.....	.....	.....	.....	.....	Dull
<i>British Columbia—</i>							
39—Nelson.....	.....	.....	Dull	Quiet	.....	.....	.....
40—New Westminster.....	Active	Active	Quiet	.....	.....	.....	Quiet
41—Vancouver.....	.....	.....	.....	.....	.....	.....	Active
42—Victoria.....	Active	.....	Active	Active	Active	.....	Very busy
43—Nanaimo.....	Active	Dull	Active	Active	.....	.....	Active

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken to wage changes, trade disputes and kindred phenomena treated under separate order indicating in each the degree to which general conditions were favourable or unfavourable, as follows: (1) active,

	Metal engineering ship- building.	Wood- working.	Printing and Allied trades	Clothing.	Food and tobacco preparation	Leather.	General transport.	Miscella- neous.	Unskilled labour.
1—	Active	Active	Active	Active	Active	Active	Quiet	.....	Dull
2—	Active	.....	Active	Active	Active	.....	Active	.....	Dull
3—	Active	.....	Quiet	Active	Active	.....	Quiet	.....	Active
4—	Active	Active	Active	Active	.....	Active	.....	Active	Dull
5—	Active	Active	Active	Active	Active	Active	Dull	Active	Dull
6—	Active	Active	Active	Active	Active	Quiet	Active	Active	Active
7—	Active	Active	Busy	Active	Active	.....	Busy	Active	Active
8—	.....	Busy	.....	Active	Busy	.....	Active	.....	Dull
9—	Busy	Active	Active	Active	Active	Qui	Quiet	Quiet	Dull
10—	Active	Active	Busy	Active	Quiet	.....	Quiet	Active	Active
11—	Quiet	Active	Active	Active	Active	.....	Active	Active	Quiet
12—	Active	Active	Active	Active	Active	.....	Active	Active	Active
13—	Active	.....	Active	Dull	Active	.....	Busy	Active	Dull
14—	Active	Active	Active	Active	Active	.....	Active	Active	Dull
15—	Active	Active	Active	Busy	Active	.....	Active	Active	Quiet
16—	.....	.....	.....	.....	.....	.....	Active	Quiet	Quiet
17—	Quiet	Quiet	Active	Busy	Quiet	.....	.....	Quiet	Active
18—	Active	Active	Active	Active	Active	.....	Active	Active	Active
19—	Active	Active	Active	Busy	Active	.....	Busy	Active	Active
20—	Quiet	Active	Active	Active	Active	.....	Active	Quiet	Active
21—	Active	Active	Active	Active	Active	.....	Active	Active	Active
22—	Active	.....	Active	Active	.....	.....	Active	Active	Active
23—	Active	Active	Active	Active	Active	.....	Active	Active	Active
24—	Quiet	Quiet	Active	Active	Quiet	.....	Active	Quiet	Active
25—	Active	Active	Busy	Busy	Busy	.....	Active	Active	Quiet
26—	Active	Quiet	Active	Busy	Busy	.....	.....	Active	Dull
27—	Active	Active	Active	Active	Active	.....	Active	Active	Active
28—	Active	Active	Active	Active	Active	.....	Active	Active	Dull
29—	Active	Active	Active	Busy	Quiet	.....	Active	Quiet	Quiet
30—	Active	.....	Busy	Busy	.....	.....	Active	Quiet	Active
31—	Active	Active	Active	Busy	Quiet	.....	.....	Active	Active
32—	Active	Active	Active	Busy	Active	.....	Active	Active	Active
33—	Active	Quiet	Activ	.....	Quiet	.....	.....	.....	Quiet
34—	Active	Active	Quiet	Active	.....	Quiet	.....	Quiet	Quiet
35—	.....	.....	Active	.....	Dull	.....	Dull	.....	Active
36—	Active	.....	Active	.....	Quiet	.....	.....	Active	Quiet
37—	Active	.....	Active	.....	Active	.....	Active	Active	Active
38—	Quiet	.....	Active	Active	Active	Active	Active	Active	Quiet
39—	.....	.....	.....	.....	.....	.....	.....	.....	.....
40—	Quiet	Active	Active	.....	Quiet	.....	Active	Dull	Dull
41—	Active	Active	Active	Quiet	Active	.....	Quiet	Quiet	Quiet
42—	Active	.....	Busy	Active	.....	.....	.....	Dull	Active
43—	Active	Active	.....	.....	.....	.....	Active	Quiet	Active

year. The mills opened early in the month and gave employment to several thousand men, at approximately the same wages as in 1908. A normal sawing season is anticipated, though the cut in the woods will fall below that of 1907-08. Trade showed some increase in activity in New Brunswick, but was quiet in the Ottawa Valley. Estimates of lumber shipments from the Miramichi district, N. B., for the coming season place the amount at 65,000,000 superficial feet. On the St. Maurice river, Que., about 5,500,000 logs representing 165,000,000 feet of lumber have been cut.

In British Columbia a steady revival in trade was reported. Mills on Vancouver Island were active as were also some of the large coast plants. The mountain mills, however, remained quiet, though there was an increase in the demand for lumber from the prairie provinces. Prices were upward in tendency, though still on low levels. Shingles advanced 10 cents per bunch.

The Western Canada Retail Lumbermen's Association held its annual convention at Winnipeg, Man. The secretary in his annual report stated that in spite of many adverse circumstances retail lumbermen had come through the past year well and were anticipating an improvement in business.

The Forestry Branch of the Department of the Interior, Canada, has undertaken an investigation for the purpose of obtaining complete information with regard to the extent of the lumbering industry in Canada.

By order in council of the Ontario government a new forest reserve of 1,000,000 acres was established in the Rainy River district, Ont.

Mining.

With the opening of the shipping season staffs were considerably increased in the Nova Scotia collieries. Conditions, however, remained on the whole quiet, the presence of ice off the coasts having hampered the movement of vessels. The first of the coal fleet reached Quebec, Que., on April 22. In the provinces of Quebec and Ontario there was a considerable in-

crease in mining activity with the disappearance of the snow. A newly formed asbestos merger, known as the Amalgamated Asbestos Company, Limited, will control 3,348 acres in the asbestos belt, with mills having a daily capacity of about 4,500 tons. Shipments from the Cobalt, Ont., camp were well maintained, but the supply of labour was abundant. Large quantities of supplies were shipped into the Gowganda district. Labour disturbances curtailed the output from the Alberta coal mines, but there was an increase of activity in British Columbia collieries. The British Columbia metaliferous mines had a fair month. The prospecting season throughout Canada has been unusually late in opening.

Manufacturing.

The tendency towards a general increase in activity, noted since the beginning of the year, was continued during the past month. Factories in nearly all branches and localities are gradually increasing their staffs and working hours, in response to a steady increase in the volume of orders. Clothing factories and boot and shoe factories were especially active during the past month for the time of the year, and establishments for the manufacture of farm implements were very busy.

The Lake Superior Corporation reported very active conditions, the output of steel rails being very heavy.

According to information collected by the *Hardware and Metal* trade journal, the total production of pig iron by the six large producing corporations in Canada during 1908 was 556,044 tons, compared with 581,146 in 1907. The returns from eight companies making steel showed an output of ingots, etc., of 558,763 tons, compared with 706,982 tons in 1907. The total output of finished steel, including rails, bars, spikes, rods, etc., was 538,842 tons.

Owing to the large demand for structural steel throughout western Canada, the Dominion Bridge Company, Limited, will make extensive additions to its plant at Winnipeg, Man., which is already the largest structural steel plant in western

Canada, having a capacity of 400 tons per month. The addition will enable 1,000 tons of structural steel and building material to be turned out each month.

At the annual meeting of the Canadian Westinghouse Company at Hamilton, the annual report to the shareholders showed net profits for the year ended December 31, 1908, of \$330,377.36. From these profits the usual dividends at the rate of 6 per cent. per annum, were paid during the year amounting to \$249,938.09. Thirty thousand dollars were added to the reserve for depreciation, making the total reserve for this purpose \$250,000 and a balance of \$431,724.82 was carried forward to profit at January 1st, 1909. Notwithstanding low prices, the cost of production was reduced in relation to the billing of shipments.

At the annual meeting of the Canadian General Electric Company a report was submitted showing that the company's stock amounts now to \$6,700,000 of which \$2,000,000 is preferred and \$4,700,000 common. Its capital asset are patents, contracts, patterns and drawings, \$715,304; real estate, buildings and power plant, \$3,506,231; tools and machinery, \$1,602,876; making a total of \$5,824,810. Current assets, namely, cash, bills receivable, etc., including raw material and work in progress are \$3,963,053 and \$213,467 was put down for "investments". Among the liabilities are, mortgages assumed, \$275,429; bank advances, \$738,035 and accounts payable, \$355,088. The surplus shown is \$1,814,763 as at the end of December, 1908. The gross earnings of the year 1908 were \$753,088.

Railway Construction.

Railway construction gangs were largely augmented during April, and a further steady increase in the number of men employed in this connection is anticipated as the season advances, the outlook being for an exceptionally busy year.

It was announced by the general manager of the Grand Trunk Pacific Railway Company, that \$10,000,000 would be spent on construction during the coming season. About 30 elevators will be erected between Winnipeg and Edmonton.

The vice-president of the Canadian Northern Railway Company stated that the company's plans would require an expenditure of \$1,000,000 per month during 1909 on extensions and additions to equipment. Of the new mileage of the latter company the largest amount will be laid in the province of Saskatchewan.

Heavy orders for locomotives and steel rails were placed by the various companies during April. The Grand Trunk Pacific Railway placed an order with the Algoma Steel Company for 22,000 tons of 80 pound steel rails. A number of engines are being built for the same company.

A large force of engineers was sent into the field by the Canadian Pacific Railway Irrigation and Colonization Company early in April in connection with the completion of the system of canals and ditches under contract in Alberta. It is proposed to bring an additional 125,000 acres tributary to the system.

General Transport.

The feature of the month was the opening of navigation, which took place at an earlier date than last year on the St. Lawrence and in the Maritime provinces, and at about the same date as last year on the Great Lakes. Longshoremen and ship labourers were becoming active in the closing days of the month.

Railway traffic was heavy during April, a condition which was reflected in largely increased earnings by the leading companies. Freight earnings on the Intercolonial Railway established a new record for the month of March, 1909, when the tonnage carried was over 350,000 tons and earnings over \$511,000. Passenger traffic also showed a slight increase for March, 1908.

At the half yearly meeting of the Grand Trunk Railway Company it was reported that 1908 had been the poorest year in several years past for the company, though business is now improving rapidly. The amount available for dividends was stated to be \$2,215,390.

The personnel of the new Board of Management of the Intercolonial Rail-

way system was named by the Honourable the Minister of Railways and Canals on April 19. The Board will consist of Mr. M. J. Butler, Deputy Minister of Railways and Canals; Mr. D. Pottinger, at present general manager of the Intercolonial Railway; Mr. E. Tiffin, general traffic manager of the Intercolonial Railway; and Mr. F. P. Brady, general superintendent of the Lake Superior division of the Canadian Pacific Railway.

Street railway earnings in nearly all the larger centres have recently shown considerable increases over returns for the corresponding period of 1908.

A resolution favouring government operation of terminal elevators at Fort William and Port Arthur, Ont., was introduced in the House of Commons on April 5. An amendment was carried to the effect that if on further experience it is found that the present system is not adequate the House will accept such legislation in addition to the amendment of the Grain Act of last session as may be needed to that end.

The Grand Trunk Railway Company inaugurated a two cent per mile rate, or a third class fare, between Montreal and Toronto on April 1.

Under a re-organization of the Commercial Telegraphers' Union the Canadian Pacific Railway telegraph system becomes a separate division known as Canadian Pacific Railway system division No. 1, covering the system from the Atlantic to the Pacific.

Canadian exports from the port of St. John, N.B., to the United States during the first three months of this year totalled \$858,716. This establishes a record and is \$578,016 in excess of the exports for the same period last year.* Shipping returns recently compiled for the port of Vancouver, B.C., for 1908 show that the tonnage of vessels entering and clearing from the port has reached a total of 5,132,404 tons. Upward of 29,000,000 feet of lumber were exported.

The following statement with reference to shipping at the port of Montreal during 1908 was recently submitted by the president of the Shipping Federation of Canada:

"The season of navigation opened April 30 with the arrival of the S.S. *Corsican* and the last ocean vessel to leave was the S.S. *Dahomey* on November 26. The number of seagoing vessels that arrived during the season was 739, of a tonnage of 1,958,604 tons, compared with 742 vessels of a tonnage of 1,923,638, in 1907, showing a decrease of 3 vessels and an increase of 34,946 tons. The passenger business eastbound shows an increase, which may be accounted for by the U.S. travelling public appreciating the natural advantages of the St. Lawrence in preference to other routes. The westbound traffic shows a considerable falling off. The number of cattle shipped increased 2,565; the number of sheep shipped (which is the smallest since 1879) decreased 1,274. The apple shipments decreased 262,608 barrels; cheese decreased 169,480 boxes; eggs decreased 17,547 cases; lard decreased 13,077 packages; flour and meal decreased 127,408 barrels; lumber decreased 9,663,118 feet b.m.; butter increased 26,365 packages; box meats increased 13,439 boxes; boxes, pulp and paper increased 18,456 tons; hay increased 8,939 tons; grain and seeds decreased 1,482,207 bushels. Time, however, works its own cure, and already there are signs of improvement and, as in past years, any improvement in trade in the west always reflects itself on Montreal, we may probably look for a gradual betterment during the coming year.

"There was a decrease in employment of longshoremen during the season the daily average being 669, as compared with 786 in 1907. The season passed without any recurrence of labour troubles. The new bonus system is appreciated by the regular men who look to the wharves annually for their living, and has had the effect of retaining until the close of navigation the greater number of the men who signed the contract at the beginning of the season, thereby reducing the floating element which caused so much trouble by making unreasonable demands when the call for labour exceeded the supply."

The S.S. *Bonavista* from Sydney, N.S., was the first vessel from outside the

(*) See also report of St. John, N. B., correspondent.

province to reach the port of Quebec this season. She arrived on April 21 and left April 22 for Montreal. The Allan S.S. *Corinthian*, the first passenger boat from Europe this season arrived in the port of Quebec on April 29.

The Trades.

Building.—One of the most favourable features in connection with the opening of the industrial season has been the extensive issue of building permits in the principal centres of population throughout Canada. In nearly every city the value of new buildings already contracted for is very largely in excess of the returns at the corresponding period of 1908. This is particularly the case at Montreal, Ottawa, Toronto, London, Winnipeg, Calgary, Edmonton, Vancouver and Victoria. Already the outside building trades were active in most localities. Painters were especially busy.

Metal and woodworking.—Employees in these trades had a good month, and the outlook for the summer season is favourable.

Printing. An active month was reported by the allied trades in most localities.

Clothing.—Journeymen tailors were active; garment workers and boot and shoe workers had an exceptionally good month for the season.

Leather.—Conditions were quiet.

Food and tobacco preparation.—Bakers reported a fair month. Trade was reported good by confectioners. The rapid increase in the price of wheat caused uncertainty among the smaller millers. Cigarmakers and tobacco workers had a fair month.

Miscellaneous.—An active month was reported by barbers, hotel and restaurant employees and other miscellaneous tradesmen.

Unskilled labour.—Large numbers of unskilled labourers were absorbed by the resumption of general industrial activity in the closing weeks of the month. At several points, however, there was still a considerable number without regular work, though the process of absorption,

it is anticipated, will be increasingly rapid with the advent of warmer weather and the completion of arrangements for the extensive civic improvements, railway construction and other large operations under contract.

Canadian Trade and Revenue.

Foreign trade.—During March, 1909, the total value of imports entered for consumption was \$33,863,362, compared with \$30,052,232 in March, 1908. The total value of imports entered for consumption during the twelve months ending March 31st, 1909, amounted to \$298,123,792, compared with \$358,373,689 in the corresponding period of 1907-08. The total value of domestic exports during March was \$18,397,974 compared with \$17,943,487 in March, 1908. The total value of domestic exports for the twelve months ending March 31, 1909, was \$242,603,584 compared with \$246,960,968 during the twelve months ending March 31, 1908. During March, 1908, there was an increase in exports of the mine, the forest, agriculture and manufactures, and a decrease in the fisheries and animals and their produce. The grand total of Canadian trade for March, 1909, was \$53,171,277 compared with \$48,624,317 in March, 1908. For the twelve months ending March 31, 1909, the grand total of Canadian trade was \$559,635,951 compared with \$638,380,291 in the preceding twelve months. A good market for Canadian flour, furniture, etc., was reported in Cuba.

Imperial trade.—According to advices received from commercial agents of the Department of Trade and Commerce, Canada, a large increase of Canadian imports was reported by the British Board of Trade during February. Asbestos is in active demand in the English market. Canadian broom handles were in demand in South Africa. Openings for Canadian furs were reported in Australasia.

Domestic trade.—Trade, wholesale and retail, showed a gradual improvement, the opening of navigation being a beneficial factor, though the cold weather

affected several lines. The grocery trade improved, and orders for fall dry-goods were coming in well. The sorting trade was fairly active. The improved business outlook and the easy money rates prevailing are bringing about a gradual appreciation in the market values of securities. The bank statement for March showed that the assets of Canadian banks have passed \$1,000,000,000. Marked improvement was shown in the principal items as compared with February.

A return with regard to bank profits in Canada during 1908 showed total profits amounting to \$12,910,823, compared with \$13,759,053 in 1907. The percentage of profits to capital was 13.9 in 1908 and 14.4 in 1907. The returns show the comparative immunity of Canada from the effects of the recent widespread financial depression.

The balance sheet of the Bank of British North America for the half-year ended December 31, 1908, showed a net profit of \$205,420; the sum of \$97,333 was transferred to reserve fund.

In his annual statement with reference to the finances of the Dominion the Honourable the Finance Minister reported that the net income of the year was \$413,054 in excess of the estimates. For the year ended March 31, 1909. The Minister estimated that the addition to the national indebtedness would be \$46,000,000.

The yearly financial statement for the province of New Brunswick shows a surplus of \$31,000.

Notes.

The eighth annual convention of the *British Columbia Hardware Dealer's Association* was held at Vancouver, April 10 and 11.

The *Civil Service Federation of Canada*, an association made up of representatives of existing organizations of employees of the government of Canada, was formed at Ottawa, April 29 and 30.

At a meeting of representatives of the municipalities forming the *Niagara Power Union*, held April 28, a committee was appointed to report with regard to a proposal that the municipalities should

carry out a standardization of supplies and should unite for the purchase of such supplies.

It was announced during April that the government of the Province of Saskatchewan had purchased the *Bell Telephone system* throughout the province and would assume possession on May 1. The system consists of 234 miles of long distance lines and 13 local exchanges.

A prospectus has been issued looking to the formation of a *co-operative association* at Preston, Ont., the business to consist in the first instance of the sale of groceries and provisions, with a paid-up capital of \$1,000 divided into shares of \$5.00 each. The movement is the result of a debate before the Workingmen's Literary Society held some weeks ago.

The *Canadian Federation of Boards of Trade* was formed at Ottawa, April 27, at a meeting of representatives from different points throughout Canada. A deputation waited upon the Rt. Hon. the Prime Minister to request the immediate construction of the Georgian Bay Canal at an estimated cost of \$100,000,000. Officers were elected as follows: President, Peter Whelen, Esq., Ottawa, Ont.; Vice-President, John Ferguson, Esq., North Bay, Ont.; Secretary-Treasurer, G. C. Wainwright, Esq., Hull, Que.

Workingmen in Hull, Que., have been endeavouring for the past two months to establish a *co-operative grocery store*. About 70 members have been enrolled in the enterprise. The object is to afford customers cheaper facilities for purchasing foodstuffs. So far, preparatory work only has been done. About 200 charter members must first be enrolled. They will be asked to subscribe each, at least \$2, which will entitle each to one share in the society. One member will not be entitled to more than 50 shares. The capital required is \$1,500. When fully organized the society will be incorporated.

At the last civic elections at Vancouver, B.C., a plebiscite was taken to ascertain the feeling of the citizens with regard to the inauguration of an *eigh-*

hour day for all civic employees. The proposal was approved by a large majority. The question then arose whether the wages previously paid for nine hours should be paid for eight, an increase in aggregate wages of over \$80,000 being involved. The majority of the council is opposed to giving the nine hours wages for eight hours work, but is in favour of the eight-hour day at the same relative wages. A large number of the employees are averse to accepting the lesser amount of wages.

The *Poultry Producers' Association of Eastern Canada*, was formed at a well-attended meeting held at Macdonald College, St. Anne de Bellevue, Que., during April. There are a large number of poultry associations throughout the

Dominion, formed mainly for show purposes, but this is the first having for its primary objects the encouragement of a co-operative spirit among poultry producers and of bringing producers and consumers together. Other objects are: To encourage the adoption of the best breeds and types of utility poultry; to encourage the small producers to form local branches, or circles, for mutual assistance and co-operation in selling; to aid in establishing a uniform and recognized standard of dressed poultry and eggs; to keep the producers in touch with buyers who desire good quality; to do everything possible to promote good fellowship among poultry-men; and to advance and dignify the poultry industry.

II.—REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

LABOUR conditions during April were active, and all the large industries before the end of the month were working to their full capacity. The early opening of navigation had a favourable effect, and shipments of coal, iron ore and steel rails from Sydney harbour, up to the middle of the month, constituted a record for the district.

The steel industry was very active, both the Sydney and Sydney Mines Steel Works having uninterrupted activity since the beginning of the year. It is stated that these two steel plants are the only ones on the American continent that are in continuous operation, most of the American plants being on half or short time. The outputs of the Sydney Steel Works for April exceeded that of March. Every department worked to its fullest capacity and a prosperous year has been well begun. It is learned that extensive additions will be made; new coke-ovens will be built, and a plate mill erected. Preliminary

work began at the quarries early in the month, and in a very short time the full complement of 500 men will be employed. The steel works at Sydney Mines were active, their output exceeding that of March.

Early in the month the Dominion Coal Company began placing its men and manning the collieries for a busy season. The April outputs greatly exceeded those of the last four months, and general activity prevailed. The amount of coal in the heaps is about 225,000 tons, being less than that of last year by 60,000 tons.

The collieries of the Nova Scotia Steel & Coal Company were active and will continue so during the summer. The winter output compares favourably with that of last year, the amount of coal in the heaps being in excess of any previous year. The output for the month of March was 64,287 tons, an increase of 7,000 tons over the corresponding month of last year. The output of pig-iron for March was 6,000 tons and of steel 6,600 tons.

The Inverness Collieries had a fair month, but with the opening of navigation activity will begin and continue during the shipping season. The average days worked per month at Inverness Colliery during the winter was eighteen.

Work at Port Hood was interrupted by a strike of three weeks which was finally settled in favour of the men. Prospects for Port Hood Colliery are good; it is the intention to double the output this season if possible.

Transportation by rail increased during the month, the Easter holiday season making the passenger traffic much heavier. Water transportation commenced early in April, but owing to large fields of ice blown in by northerly winds, shipping was frequently interrupted.

Wholesale and retail trade was active. The building trades were quiet although preparations were made for a fair summer's work. It is not expected, however, that this trade will experience unusual activity during the year.

A Conciliation Board held sessions at Glace Bay to investigate a dispute re discrimination between the U.M.W. of America and the Dominion Coal Co. A Majority Report was filed favouring the Dominion Coal Co., and a Minority Report made in favour of the U.M.W. of America. Owing to the agitation in this district there is a feeling of uncertainty which tends to unstable conditions in industry and business.

Labour on the whole is plentiful. The building trades are quiet, but other skilled branches are active.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers of the locality were active fencing and getting ready for seeding and putting in the crop when warmer weather comes.

Fishing.—Fishing has been somewhat hindered by drift-ice, although fairly good catches of spring herring have been obtained.

WESTVILLE, N.S. AND DISTRICT

Mr. T. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There have been several days of enforced idleness in some of the collieries, especially in the *Acadia Coal Company's* mines. This company's shipments

showed a decrease of about 11,000 tons compared with the corresponding month of 1908, and for the three months ending March 31, 1909, a decrease of about 22,000 tons. The *Drummond* colliery worked full time during the month. This company's shipments showed an increase of about 50 tons over the shipments of the corresponding month of last year, but its total shipments for the three months ending March 31, 1909, showed a decrease of about 7,000 tons. The total decrease in shipments of coal from the province of Nova Scotia during the three months aforementioned was 335,000 tons as compared with the same months of 1908. The general business of the district was about normal.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather during April was very backward. There was a good market and good prices for farm produce.

Manufacturing was active.

Mining.—Short time was worked at some of the mines, but prospects for an active shipping season had much improved.

CONDITION OF PARTICULAR TRADES.

Painters and paperhangers were fairly busy, but the other building trades were quiet. Iron workers and helpers were active, and blacksmiths and jewellers reported trade fair. The printing trades had a fair month. Tailors and garment workers were busy; boot and shoe workers were active. Busy conditions prevailed among food and tobacco workers. The miscellaneous trades had a fair month. Street railway employees and teamsters had a good month; the other transport trades were fairly well employed. Unskilled labour was quiet.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market as compared with last month

shows much improvement. The cool and uncertain weather, however, has retarded building and other outside work to a considerable degree. During the first quarter of 1908, there were 87 permits issued, calling for work valued at \$67,079. The first quarter of 1909 shows an improvement over these figures, as there were issued 83 permits calling for work valued at \$147,505. This work embraces additions to institutions, new residences and the children's hospital. Of course the issuing of permits does not imply the immediate carrying out of the contract, but it indicates that the building and repairing season of 1909 will be a good one, and well up with that of last year, which was in excess of that of 1907. Work on contracts only made average progress during the month, but it is expected that matters will be hastened during May and June.

Some months ago the City Council granted a bonus to the Anderson Chair Company to locate in this city. This was contrary to the wishes of unionists generally, as well as of some manufacturers who already had establishments here. The bill legalizing the action of the City Council was sent to the Provincial Legislature and passed the Assembly by a narrow margin, but when it came before the Legislative Council it was given a three months' hoist.

Work along the waterfront was fairly active, and, while a falling off is expected owing to the fortnightly boats ceasing to call at this port until next fall, indications point to heavy deal shipments and an increase of exports generally during the summer months.

During the month of March there were 5,029 passengers landed at this port—384 first, 1464 second, and 3,181 third class.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Local fishermen have taken good catches of herring and codfish, and but small quantities of halibut and lobsters. Better conditions prevail in the market than at the corresponding period of 1908. Prices have been lower and

there has been a good demand, particularly for bank fish. Dry fish have been in much demand, particularly for the West India markets.

Manufacturing shows signs of improving, while *mining* is about normal.

CONDITION OF PARTICULAR TRADES.

Among bricklayers and masons there has been much improvement since last month. About 40 per cent. are employed, with prospects brighter for the future. The eight-hour difficulty is still unsettled. Painters and decorators and carpenters had a good month. Plumbers had a fair month. Stonecutters had a better month than in March, but there were about ten idle. Machinists had a fair month. Electrical workers were busy. Boilermakers were dull. Shipwrights and caulkers had a poor month. Other lines were about normal. Printers and pressmen were not as busy as in March, with prospects poor. Custom tailoring is improving and will continue to do so if weather warrants; ready-made lines were dull. Boot and shoe workers were about up to the average. Freight handlers and longshoremen had a fairly busy month. Street railway men had a fair month. Carmen, maintenance of ways and railway clerks had a good month. Unskilled labour showed a pronounced improvement over last month, while other lines were about up to the average.

DISTRICT NOTES.

Yarmouth.—At a meeting of the directors of the Burrell-Johnson Iron Co., held here April 7, it was decided to rebuild the works, burned some weeks ago, on a much larger scale. A requisition has been presented to the town council, asking favourable consideration of any concessions requested by the company. Authority will be sought to enable the company to increase its capital stock. New boiler and machine shops will be built and installed with modern machinery to expedite the carrying on of steel ship-building on an extensive scale.

Among the concessions asked are that the total valuation of the property

of the company on which taxes are to be levied shall not exceed \$20,000 per annum for a period of twenty years, and that the town furnish necessary water free of charge.

AMHERST, N.S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions continued to improve throughout April, but they were less active than two years ago. The spring has been exceedingly backward and no building operations have as yet been begun; the outlook for the seasons' work in this line is dull. However, the industries were all in active operation and employing more hands than at any period during the past twelve months. It can safely be said that there will be no demand for labour this year outside of what the local market can supply. The Hewsón Woollen Mills Company held its annual meeting during April. It reported a large increase in business and steady work the whole year. Owing to the expenses incurred in establishing a knitting department, the company failed to declare a dividend. The Maritime Gypsum Company with headquarters in New York and whose quarries are located near this town, have resumed work after being closed down one year. The company has now a force of men pumping out the quarries, and as soon as the weather permits, will put a large staff to work in the plaster quarries. The Maritime Coal, Railway and Power Company, operating at the Joggins and Chignecto mines also held its annual meeting. Action was taken to further improve the company's property by the construction of improved terminal facilities at the Joggins Mines. The company expects to spend about \$400,000 on improvements and development work.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The season continued backward and roads were bad. This has

prevented work. Farm produce, however, commanded a high price and had an abundant market.

Fishing.—The lobster season opened on April 20, but owing to the ice being driven back into the harbour little work was done.

Lumbering.—The lumber industry was busy during the month and gave employment to a large number of men. The cut, however, will be the smallest in a number of years.

Manufacturing.—In this industry there was a steady improvement. Orders came in more freely and the complement of men was increased in nearly all establishments.

Mining.—Collieries reported a fairly active month with the usual force of men employed.

CONDITION OF PARTICULAR TRADES.

Dull conditions prevailed in the building trades. The metal workers reported a marked improvement, but the local supply of men was more than sufficient to meet the demand. The woodworking trades were fairly busy. Printers were fairly active. Tailors reported a good month; boot and shoe workers were exceptionally busy. Trunk and bag makers had steady work. Furriers were dull, the local workshop having closed for a month, but laundry workers were very busy. There was no demand for unskilled labour, and many were still out of employment.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during April was on the whole more satisfactory than in March, as is usual on the Island at this time of the year. Navigation opened about the middle of the month, but the steamship service between Summerside and Point

du Chene was barely established, owing to the ice remaining in the Straits to an unusually late date, thus preventing the "Empress" from making regular trips. On the Charlottetown-Pictou route communication was more regularly maintained. With the change of weather more outdoor work was performed, painters, paperhangers being kept busy with the usual spring work. Millinery openings were among the features of the dry goods business. Shipping was begun about the latter part of the month, several vessels loading at this port and in other ports of the Island. Wholesale and retail trade were up to the usual volume.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The ground remained too wet to permit of cultivation, and agricultural operations were confined mainly to shipping and preparations for spring work. Seeding does not usually begin until the first week in May.

Fishing.—The opening of the lobster season on the 26th was the chief feature of the month. The cold and stormy weather interfered with the work and but few fish were taken. Ice hung round the shores until the end of the month, proving a menace to the herring fishing, and some nets were destroyed. The opening of the lobster season means the employment of about 3,000 fishermen and almost as many girls during the season, which closes about the middle of July. The price paid to fishermen this year will be \$1.00 per hundred lobsters, the factories providing traps, equipment and board. Last year, it was about \$1.75.

Lumbering.—Operations in this line were conducted on a limited scale, under normal conditions of supply and demand.

Mining.—Boring for minerals was commenced about the first of the month, at Uigg, a depth of about 900 feet having been reached without any indications of mineral.

Railroad construction and employment.—The contractors for the Elmira branch line from Harmony to Elmira in

King's county, arrived the latter part of the month, and made arrangements for beginning work. This season operations will be confined to cutting the track through the woods and putting in the culverts. Work was started at the railway wharf at Charlottetown. The first of the month, five men were discharged from the railway works in Charlottetown. These had been employed at carpenter work and as ordinary labourers. The reason given for laying them off was that there was not sufficient work. The time table was changed about the middle of the month, under which more trains were run and more employment given.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers and plasterers, were active. Painters, decorators and paper hangers were busy. Plumbers, gas and steamfitters and stonecutters were active. Builders' labourers were fairly active the latter part of the month. The metal, engineering, woodworking and furnishing, printing, clothing, leather and transport branches were active. The supply of unskilled labour was slightly in excess of the demand.

MONCTON, N.B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market showed considerable improvement over March, and in some lines was more active than in April, 1908. Building started briskly, and double the number of permits have been issued than at this time last year. Builders are optimistic and look for a season equalling if not surpassing that of 1908 which was probably the most active in the recent history of the city. All local manufacturing industries were running on full time and with full staffs of operatives, with one exception. The Campbell Clad Co., which closed operations in December last,

has not yet resumed work. Navigation between Point du Chene and Prince Edward Island opened on April 20th, the steamer Empress making her first trip upon that date. This is four days earlier than last season. A charter was granted by the legislature to the Moncton Tramway Company to construct and operate a street railway within the city and to the various suburbs. Capitalists have been approached to take up the scheme. Considerable corporation work is under way and a large amount is proposed. Retail trade is improving and wholesale trade expanding. Real estate sales have been fairly active. On the 20th inst. the transfer of the equipment from the passenger car paint shop to the new shop was made, this being the second shop to be occupied at the I.C.R. plant. The city dentists have agreed to close at 6 p.m. and on Saturdays at 2 p.m. No other changes in rates of wages or in hours of labour have been noted.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Quiet conditions prevailed, spring work not having commenced. The maple sugar season was an average one and furnished considerable employment. Common sugar sold at 15c., cream 20c. and candy 20c. per lb. Syrup at \$1.25 per gallon. Country produce was more plentiful and cheaper; eggs 16c. to 18c.; butter, 20c. to 22c.; potatoes, 50c. to 60c. per bushel; hay plentiful with little demand at \$6 to \$8 per ton, loose; oats scarce at 65c. to 75c. per bushel.

Fishing.—Herrings have appeared along the coast and have been taken in small quantities. The lobster season has opened but little has been done so far on account of ice.

Lumbering.—Active conditions prevailed, operators rushing their sawing for shipment. The cut considerably exceeds that of 1908.

Mining.—The Maritime Oil Fields Company has taken over the oil fields at Memramcook. Boring operations are

in progress at Legere Corner and other places. The gypsum trade shows prospects of revival and a good deal has been mined at Pink Rock quarries and other places for shipment when the season opens.

Railroad construction and employment.—With the advent of warm weather greater activity is developing along the line of the Grand Trunk Pacific; forces of men are being increased.

CONDITION OF PARTICULAR TRADES.

Building.—A revival in these trades has taken place, and carpenters and joiners were busy, with decorators and paperhangers very active and stonecutters fair. Chances for builders' labourers were increasing.

Metal.—Fairly active conditions prevailed in these trades, particularly among machinists.

Woodworking.—Very active conditions prevailed in all wood working factories. Additional men have been taken on and the work of replenishing stock and preparing summer orders pushed. Carriage making was quiet. Barrel factory operatives were active.

Printing.—Average conditions were reported in these trades, with supply and demand fairly well balanced.

Clothing.—Employers complain of a lack of competent female workers. Milliners were active.

Food and tobacco preparation.—Bakers were active.

Leather.—Quietness prevailed.

Miscellaneous.—Barbers were active, but the supply was sufficient. Clerks and stenographers were in fair demand. Laundry workers were busy.

Transport.—With the increase in freight and passenger traffic railway crews have been in better demand, and good time is being made by many of the men.

Unskilled labour.—The demand for this class has increased and the outlook is good. The supply, however, so far is sufficient to meet the demand.

ST. JOHN, N.B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued to improve as spring advanced, but building operations were not very extensive. The Bank of New Brunswick has purchased a lot with the intention of erecting a building for a branch. The erection has been started of a building to be used as a factory and bakery. The building will be of brick, two stories with cellar, 50x70 feet. The lower floor will be occupied as a bakery, and the upper floor as a knitting factory. The management of the Dufferin Hotel has leased the Metropolitan Hotel building, and workmen are busily engaged fitting it up for the accommodation of guests.

The export trade from St. John to the United States for the quarter ending March 31st, shows a material increase as compared with the same period last year. Last year the grand total was \$280,700.21, as compared with a grand total this year of \$858,716.39, an increase of \$578,016.18. The increase was practically made up by the extra amount of tea and American lumber shipped from St. John. Last year the total value of American lumber sent out was \$43,539.32, this year the value is \$224,881.99. The tea imported last year was valued at \$10,176.07, and this year the valuation is placed at \$81,660.18.

Up to April 24 there had been filed at the Custom House cargoes for one hundred steamships, which took away \$15,567,866 worth of Canadian goods, and \$6,242,205 worth of foreign goods, making a total of \$21,810,071. The live stock shipments were 21,571 Canadian cattle, 130 United States cattle, 140 sheep and 65 horses.

Bank clearings for the four weeks ending April 22 were \$4,956,516, and for the corresponding period last year \$4,487,666, being \$468,850 greater in 1909 than in 1908, and \$1,441,167 greater than for the three weeks ending March 25 of the current year.

The deposits at the Government Savings' Bank during the month of March were \$55,551.48, and the withdrawals \$55,369.25, an excess of deposits over withdrawals of \$182.23. The fiscal year at the bank ends on March 30, and the records show that there is \$148,708.88 less money on hand now than there was on April 1, 1908.

The city clerk paid out \$14,394.75 for the four weeks ending April 20 to workmen and officials, as follows: Ferry, \$1,490.12; police, \$2,681.25; market, \$200.80; public works, \$3,347.55; fire and salvage corps, \$1,750.00; officials, \$2,874.90; water and sewerage, \$2,050.13.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—The annual meeting of the St. John River Log Driving Company was held April 7 at Fredericton. The report of last year's business was received and showed that about 70,000,000 feet of logs had been rafted at a cost to the lumbermen of \$1.05 per thousand feet. Estimates of the present winter's cut showed about 100,000,000 feet of logs taken out. These, with the old lumber hung up from the previous season, will make between 115,000,000 and 125,000,000 feet to come into the booms at Douglas and Lincoln, so that a heavy season is expected.

At the annual meeting of the Tobique Log Driving Company it was estimated that the present season's lumber cut would be about 18,000,000 feet.

The lumber company operating at L'Etang shut its mill down last week. The men have received a portion of their pay, and have been promised the balance when the lumber is sold.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, stonecutters and builders' labourers were dull. Plumbers, carpenters and joiners were active, and painters and decorators, busy. Iron moulders, iron workers and helpers, engineers and blacksmiths were active, with machinists, electrical workers, linemen and sheet metal workers busy. Woodworkers and shingle weavers were

active. Printers, pressmen and bookbinders were busy, with journeymen tailors, bakers, confectioners and cigar makers active. Brush and broom makers makers were busy.

Railroad conductors, locomotive engineers, firemen, railroad telegraphers, trainmen, switchmen, trackmen, freight handlers, ship labourers and teamsters were busy, with steamboatmen, steamboat firemen and street railway employees active. Unskilled labour was active.

DISTRICT NOTES.

Fredericton Junction.—John Scott has completed the season's operation of his large lath mill. The total cut for the season was upwards of 6,500,000 feet.

Hartland.—A new weekly paper is to be started. A job plant is to be installed in connection.

St. George.—The annual meeting of the Weir Owners and Weir Fishermen's Union was held April 1. A report was received from the committee which negotiated an arrangement with the sardine packers of Eastport, which was ratified. It provides that from the opening of the fishing season on April 15 to July 31 the price for herring will be \$8 a hogshead at the weirs. From August 1 to the end of the season it will be \$4 a hogshead. Mr. Belyea was re-elected president with Irving B. Todd, St. Stephen, vice-president, and George E. Frauley, St. George, secretary-treasurer. The executive was re-elected with the addition of Andrew McGee, Back Bay. One hundred and ten men are at work in the granite sheds and quarries, and the total pay roll is \$5,000 per month.

Sussex.—Local parties have associated with business men in other parts of the province to manufacture the newly invented acme steel ladder. The appliance makes it possible to handle a steel ladder like the ordinary wooden ladder.

NEWCASTLE, N. B., AND DISTRICT.

Mr. J. Falconer, correspondent, reported as follows:—

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There was not much activity in this industry owing to spring

being late and the weather very cold with heavy frosts, but it will soon be warmer as the ice had left the river.

Lumbering.—The majority of the mills were ready for sawing and it was expected that some of them would start up in the beginning of May. The price of lumber has improved compared with last year, and a good summer is looked forward to.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were busy, there being considerable work in hand. Mr. H. Ingram has a contract for enlarging the Harkins Academy, which will be all stone work; the repairs when completed will cost \$45,000. Carpenters and joiners were busy. The trustees of St. James' church have awarded a contract for repairs to that building which will cost \$13,500. They have also bought a site for a Sunday school on which it is proposed to erect a building to cost \$7,000. Work on the new rectory for the English church was completed. Mr. P. Forsyth has a contract to build ten tenement houses in the parish of Derby, to accommodate men working at the new paper factory. Carriage and wagon workers were busy repairing vehicles for the summer roads. Journeymen tailors were at their busiest season. Butchers and meat cutters had a good month. A large number of labourers have gone up the river to be ready for the drives which will begin at once.

QUEBEC, QUE., AND DISTRICT.

Messrs. E. Little and P. J. Jobin, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was a slight improvement in conditions during April as compared with the previous month, owing to preparations being made for the opening of navigation. Unfavourable weather somewhat hampered the building trades. The men in three of the largest painting and paperhanging establishments went on strike on April 3rd for an increase

from 22½ to 25 cents per hour. Their demands were granted and they returned to work on the 7th, of the month. Navigation has been open all month as coasting schooners and steamers have been arriving and leaving the port since the 2nd of April. The first ocean steamer in port was the collier "Bonavista" with coal from Sydney, N. S., which arrived on the 22nd and left for Montreal on the 23rd. Work on the extension to the Chateau Frontenac was nearing completion.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy gathering the maple sugar harvest. The trees ran plentifully this year, 10 cents per pound for the sugar and \$1.00 per gallon for the syrup were asked.

Lumbering.—Gangs of men were being forwarded daily for the drive, the rates paid this spring being from \$2.00 to \$2.25 per day.

Manufacturing.—A very decided improvement has taken place in this industry. The boot and shoe factories which generally become slack in March and April have continued active during both these months.

CONDITION OF PARTICULAR TRADES.

Carpenters and joiners were active; painters, gas and steamfitters were busy; the other building trades were quiet or dull. Horseshoers were quiet, but the other metal trades were busy, as were also the woodworking trades. Printers had fair employment. With the exception of boot and shoe workers, who were quiet, the clothing trades were busy. Cigarmakers were active; bakers, confectioners, butchers, meat cutters and ice handlers were busy. The leather trades reported quiet conditions as did also the miscellaneous trades. Steamboatmen generally were busy. The supply of unskilled labour was in excess of the demand.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during April was more favourable than in March and showed a great improvement over the corresponding month of the preceding year. Several buildings were started and others completed. The opening of navigation eight or ten days earlier than in preceding years also helped to improved the labour market.

A company was formed lately to erect a large shop for the manufacture of reinforced concrete beams, etc.

The building trade is very active.

Transportation companies have been kept very busy.

Wholesale and retail trade has been a little more active than in March.

Rates of wages remained the same with good understandings between employers and employees.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers reported the best maple syrup crop in several years.

Fishing.—Fishing was dull this month.

Lumbering.—Lumbermen were active, about the same as last year at this time.

Manufacturing.—All factories were running full time.

Railroad construction.—Railroad construction was quiet, and no new work was started.

All other industries were fairly active.

CONDITION OF PARTICULAR TRADES.

All employed in the building trades have been active especially during the last part of the month. Metal, engineering and shipbuilding trades have had a quiet month. Woodworkers have been kept busy, especially those working in sash and door factories. The printing and

allied trades were fairly active. Journeymen tailors garment workers and glove makers were active; boot and shoe workers were fairly busy. Bakers and confectioners reported a fair month as did butchers and meat cutters. Ice cutters and drivers had not much to do, but cigar makers and tobacco workers had plenty of work. The leather trades were quiet. Barbers had a fair month; clerks, stenographers, delivery employees, hotel and restaurant employees all reported a good month. Railway employees had plenty to do all month. Steamboatmen since the opening of navigation, a week before the end of the month, had all they could do. Unskilled labour had a fair month, although some were idle.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was fairly well employed during April, although the wet weather retarded outside work to some extent. The building trades have opened up well, and will continue brisk throughout the season. During the month the Moore Carpet Co. started again, having been reorganized; within a short time some forty or fifty hands will be taken on. The ratepayers of the city voted on a bylaw granting a bonus to the Bowman Structural Steel Co., in the form of a site and exemption from taxes for ten years. The company is composed chiefly of capitalists from the United States and their chief output will be boilers and structural steel. The company hopes to be in a position to commence manufacturing at an early date. The number employed at first will be about forty. The machine shops are somewhat more active and orders are coming in more rapidly so that prospects are fairly good for the summer.

Retail and wholesale trade is very good for this season.

The government has appointed Mr. E. W. Brewster, Eastern Townships Immi-

gration agent, to meet the incoming boats at Quebec to secure farm and domestic help for the Eastern Townships. The Government has also appointed employment agents in the various counties in the Townships who will receive and forward all applications for help to Mr. Brewster.

The maple sugar season throughout the Townships this year has been below the average and the quality is not up to the standard. The season was short also.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Spring work is now under way. Farmers are complaining in some sections of a scarcity of help. During the winter months the farmers secured good price for pulp wood and cord wood. The dairy boards are opening for the season. Those that have opened are securing good prices for butter, as high as 24½ cents per lb. being paid by Montreal buyers.

Lumbering.—Lumbering is now confined to getting the cut down by water, and a considerable number of men are employed. The ice went out earlier than usual, and this means considerable to the mills, as they can get their supply down early.

Manufacturing.—Factories are all busy and running full time.

Mining.—The smaller mines in this section which close down in the winter months are preparing to open.

Railway construction.—The companies are taking on more men for the overhauling of the track after the frost goes out. Work has been commenced on the extension of the Orford Mountain to Bromptonville. When the work is well under way a large number of men will be employed.

CONDITION OF PARTICULAR TRADES.

The building trades were active during part of the month, but as the season advances the demand for labour will increase.

The metal and engineering trades were active. Electrical workers were busy.

Woodworking and furnishing trades

were busy, as were also carriage makers. Pattern makers were quiet.

Printers, pressmen and bookbinders were busy.

Journeymen tailors and garment workers were active.

Bakers, confectioners, butchers and ice cutters were quiet. Cigar makers were active.

Miscellaneous employees were active.

Railroad and transportation employees were quiet.

Unskilled labour was in good demand.

DISTRICT NOTES.

Bromptonville.—The mills of the Brompton Pulp and Paper Co., owing to high water are closed down, and will be for about two weeks. They are putting in a new main shaft, larger than the present one, and also making other necessary repairs.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Fair conditions prevailed in the labour market during April. The building trades were a little more active, but unfavourable weather hampered trade. A large amount of work remains to be completed, such as work on the cathedral, on the addition to Prince's academy, improvements to the St. Hyacinthe seminary, and a number of private residences. In view of the above it is expected that the building season of 1909 will be more active than that of 1908, Sash and door factories were very active. Leather workers were busy. The J. A. M. Coté boot and shoe factory, which closed for eight days during the month to take stock, was reopened. The Ames Holden Company will finish the work it has on hand before taking stock. Other manufacturing establishments were busy and the prospects are for a very active season. The Grand Trunk Railway bridge

was completed during the month. Retail trade good. Banks reported an active month with easy collections. Friendly relations continued between employers and employees and there were no changes in wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were generally good; work on the land had commenced and with more favourable weather activity will prevail. Farm labour was well employed, though the supply was equal to the demand. Prices of farm produce were good and sales were easy. The maple sugar season was a good one, syrup and sugar bringing good prices.

CONDITION OF PARTICULAR TRADES.

Fairly active conditions reported in the building, metal, engineering, shipbuilding, transport and miscellaneous trades. The woodworking, printing and clothing trades were active. Bakers, confectioners, butchers and ice handlers reported a good month, as also did leather workers generally. Unskilled labour had a fair month with conditions improving from day to day.

DISTRICT NOTES.

Sorel.—The Richelieu river was free of ice and the opening of navigation was expected from day to day. The greatest activity prevailed in the shipyards on repairs and other work in view of the approach of the active season. In the yards of the Marine Department over 800 men were employed repairing the dredging fleet, which will soon begin work. Several new vessels have been built during the winter. Among others was the steamer *Lambton*, which will be engaged in the lighthouse service on the Ontario lakes. This vessel is made of steel and measures 115 feet in length by 25 feet in width and 12 feet 9 inches in depth. It has twin screws and powerful engines. At these yards was also being completed a large dipper dredge, built of steel and 108 feet long, by 42 in width and 11 feet

6 inches in depth. The two principal boilers are 13 x 24 x 22 and there are four other auxiliary boilers. This dredge will be able to work in 50 feet of water and has a maximum tractive power of 200,000 pounds. This dredge will be completed in the month of June; it will then commence work at Cap à la Roche. A couple of hundred men are working on a large steamer for lighting service on the lower St. Lawrence. This vessel will be one of the largest constructed at Sorel, being 206 feet in length by 42 in width and 14 feet in depth. Its twin screws will be worked by very powerful engines. It will be lighted by electricity and will be equipped with a wireless telegraph apparatus. The dredging fleet will soon begin operations. The following vessels have been built in the Marine Department shipyards since 1896: The dredges *Laurie*, *Aberdeen*, *Lady Minto*, *Lafontaine*, *Baldwin*, No. 8, (*DeBeaujeu*), *W. S. Fielding* (for the Maritime provinces); *Progress* (for Ontario); the steamers *St. Jean d'Iberville*, *Cartier*, *Emilia*, *Champlain*, *Frontenac*, *Lac St. Pierre*, *de Lévis*, *de Rouville*, *Verchères*, *Hosanna*, *Carmelia*, *Portneuf*, *St. Paul*, *Sir John*, *Trudeau*, *Montcalm*, *Lambton*, *Annette*, *Marie*, *Marie Louise* and a large number of coal barges and scows. The following vessels have also been considerably remodelled: The *Challenger*, *Storm King*, *Bayfield*, *Eureka*, *Montcalm* (ice breaker), *Jessie Hume*, *Canadienne*, *Arctic*, *J. I. Tarte*, and *Galveston*. The workshops in which all this work has been done are equipped with every modern improvement and electricity and compressed air are used in moving the powerful machinery.

ST. JOHNS, QUE., AND DISTRICT.

Mr. A. D. Pepin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market was much more active than in the preceding month, although the building trades had not yet become active. A large amount of repairs were under way. Sash and door factories and the potteries were very active, new orders being plenti-

ful. The scow being built by the government for the deepening of the Richelieu river is nearing completion, and work on the new post office has so advanced that it is thought the building will be ready for use by May. Wholesale trade was very active, and retail trade more active than at the corresponding period of 1908.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy. Seeding has commenced. Farm produce was in demand.

Fishing.—Fishermen reported good catches.

Manufacturing.—This industry reported fair conditions. The Singer Sewing Machine Company has granted a certain number of its hands longer working hours in order to keep them in the employ of the company, the abundance of work in the vicinity causing the men to leave.

CONDITION OF PARTICULAR TRADES.

The erection of new buildings had not yet become active, but the finishing of those begun during the winter caused bricklayers and masons to become active. Lathers and plasterers had a good month, and the other building trades were active. The woodworking trades were busy, as were also the printing trades. Journeymen tailors had a very good month, and garment workers were much more active than last year. Bakers and confectioners were very busy; butchers reported a good month. Barbers had a fair month and hotel and restaurant employees a good one. Railway employees were very active. Cab drivers, hackmen and draymen were all well employed. Unskilled labour was sought for, and although the demand did not exceed the supply, all willing hands could find work.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. E. Pelletier, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Trade during April was on an increased scale and was more favourable than in

March. Building showed an increase of over 50 per cent. compared with the corresponding month of last year, and the number of building permits issued during April was more than double that of March. The printing and allied trades were fairly well employed, as were also the metal trades. Woodworkers were not busy. Unskilled labour was not in demand. Owing to unfavourable weather, the out door trades were greatly handicapped. Nevertheless the prospects for a busy summer season are encouraging.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The building month of April, 1909, nearly exceeded the high record of April, 1907; the number of permits, if not the value of the buildings, issued during April, 1909, exceeded that of April, 1907. The following is a statement showing the building operations of April, 1907, 1908 and 1909.

Year.	No. of permits.	Value of buildings.
1907	205	\$1,030,866
1908	139	267,065
1909	231	1,016,856

The number of permits for repairs were 111 in April of a value of \$95,035, compared with 78 of a value of \$145,746 in April of last year. The most valuable permit issued was for the armoury of the 65th regiment to cost \$87,000.

The depression resulting from the financial crisis seems to be diminishing as the members of the different labour unions are commencing to rejoin, paying up all arrears.

CONDITION OF LOCAL INDUSTRIES.

Activity was increasing in the building trades, which were busier than in the preceding month. Engineers, electrical workers, linemen, tool sharpeners and

horseshoers were active. With the exception of shipbuilders the other metal trades had a good month. The wood-working trades were well employed. Activity prevailed in the printing trades. Busy conditions were reported in the clothing and leather trades. Butchers and ice handlers were active; bakers, confectioners and cigarmakers were busy. Furriers had a good month and the other miscellaneous trades an active month. Railway employees were active as were also street railway employees. The other transport trades reported a busy month. Unskilled labour was quiet.

HULL, QUE., AND DISTRICT.

Mr. Rod. Laferriere, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Quiet conditions characterized the labour market in Hull during April, but on the first of May there was no lack of work. Lumber mills have started operations and hundreds of men have resumed their usual work. Gilmour and Hughson, in Hull, are employing the customary number of 200 men at the usual wages. Fraser's mills at Des Chênes will start next week, and 200 men will find employment. Wages were last year \$1.60, the same as in the city. The cement works resumed full operations after about two months of rest. The staff of men was increased to about 300, owing to the extensive additions built to the mills. The average daily pay is \$1.75. The product of the mills sells cheaper now than ever before. Orders are plentiful and prospects most encouraging. The Hull firm of cement manufacturers have purchased some 20 farms near Quebec city where they will put up another factory, being the fifth of their cement plants in the Dominion. The question of wages has not caused so far any disturbance and is not likely to. Employers do not seem enclined to raise wages, and men seem to be satisfied to work for last year's pay. The same conditions prevail in the building trades.

This year will see the construction of extensive electric railway lines in the city of Hull proper. The C.P.R. Co. is spending \$150,000 in this city. Work was started last week with about 60 men, and the number will be increased to 150, which will be kept all summer. The pay is \$1.50. About two miles of track will be laid in Hull, encircling the city and connecting with the Ottawa lines. No foreigners are engaged on these works.

The opening of navigation caused some stir around the docks and at the shipyards, but the weather since has interfered to a certain extent. From now on the carrying fleet will be busy. Already large quantities of feed from the lower parishes have been unloaded at the Government dock. Corporation labourers are being paid the same as last year, 18c. per hour. Little work will be done this year in the way of street or other improvements in Hull.

The building trades are busy at the following wages:

Bricklayers and masons, 35 to 40c. an hour.

Carpenters and joiners, 25c. an hour.

Lathers, 25c. an hour.

Plasterers, 40c. an hour.

Painters, 28c. to 35c. an hour.

Plumbers, 35c. an hour.

Stonecutters, 44c. an hour.

Builders' labourers, 18 to 20c. an hour.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The middle of April witnessed a demand for men for the lumber drive, farm work and railway construction, which greatly relieved the situation of the unemployed. On April 19th the Shepard and Morse sawmill opened with some 200 extra hands in addition to the gang of over 100, which had been previously employed in shipping. The work of the civic corporation was delayed a little by high water, throwing idle temporarily 200 labourers on the

aqueduct which will be built this summer to augment the water supply. The usual number of men were set to work street cleaning, sidewalk construction and making of pavements. A proposed municipal subway on Lyon street which was to have cost \$50,000 had to be abandoned because the Railway Commission ruled that the whole cost would have to be borne by the city. The undertaking was considered too expensive. It had been hoped by the city that the G.T.R. Company would have been made a party to the scheme.

The wages for river drivers are \$35 to \$42 per month, compared with \$40 to \$50 last year. Farmers are paying \$18 to \$25 and the wages in the saw mills run from \$1.50 to \$3.50 per day according to skill of the men. The hours are 10 hours, as last year. Ottawa finds a brisk demand for hands to go on the Grand Trunk Pacific construction work. The wages are \$1.75 to \$2.75 for spikers, \$1.75 to \$2. for men on the "lift"; \$2.50 for bridge men and \$1.50 and \$1.75 for steam shovel gangs. The men board themselves at these rates and are given a large amount of work at over time with 50 per cent. more for the extra hours.

Some of the lumber men have all their drivers at the head waters, but most of the drives are two weeks later than last season. The Booth and Edwards mills have arranged to start on May 2d and will employ the same number of men as last year. The Ottawa Electric Railway Co. has a line to Beechwood cemetery in contemplation and altogether the outlook is good for an active demand for labour all summer.

Building operations are beginning more actively than in many seasons past. This is due to a slight decline in the price of building material, quietness in labour circles in respect of wages, chances to borrow easier on real estate, and the dearth of houses last season. An estimate shows the building permits for March to be \$144,000, or twice as much as in March of 1908. The April permits are far more numerous and will also exceed those of April, 1908. Bricklayers, stonemasons, carpenters, painters and the skilled building labourers are all ex-

pected to resume work at last year's scale of wages. The builders' labourers have agreed to a two years' extension of their agreement at 25 cents an hour, 9 hours a day. Organization has been very general throughout the trades, but the purpose seems to be more for the maintenance of present conditions than to ask for higher wages. Employers are nearly all content with current wages, except that there was a proposal to cut down the bricklayers and masons from 50 cents an hour, the terms of an agreement expiring this May, to a sliding scale of from 42 to 45 cents an hour. This was not carried out. Sheet metal workers have made a demand for an increase of from 28 to 30 cents an hour. Negotiations are under way with the employers.

The Board of Control recommended the changing of the market by-law to allow the general public to buy at eight o'clock instead of half past eight.

The Central Canada Exhibition has enlarged its plans for the next fair and during the summer will build an \$85,000 grand stand to replace the one destroyed by fire two years ago.

The Ottawa Board of Trade has undertaken to raise \$2,000 by private subscription for advertising the city from an industrial point of view.

On May 1, milk dropped from 7 cents per quart to 6 cents per quart.

The Ottawa publishers after a conference with representatives of the Ottawa Typographical Union No. 102 (international) granted an increase to linotype operators and compositors amounting to one dollar a week for the first year commencing June 1st, to be followed by 50 cents more a week for each of the three following years. A demand for increase had been made by the union on the ground of increased cost of living. The publishers admitted the increased cost of living, but held that there were also increases in the material required for publishing the newspaper. A five year agreement was signed providing the following scale of wages:

The minimum scale for linotype operators on morning papers is to be \$20.50 per week from June 1st to the end of

1910; then \$21 to 1912; then 21.50. On evening papers the minimum is to be \$17.50 to the end of 1910; \$18 for 1911; and \$18.50 for the final two years. Compositors on morning papers are to receive a minimum of \$17.50 per week on June 1; \$18 for 1910; \$18.50 for 1911 and \$19.50 for the final two years. On evening papers the minimum is to be \$15.50 on June 1, \$16 for 1910, \$16.50 for 1911, and \$17 for the final two years. Overtime, price and a third. The original demand of the union was for a three year agreement giving practically the above rates of wages within three years, and asking a price and a half for overtime.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The spring has been unfavourable for seeding operations. A good market prevails for dairy produce. Eggs are selling at 22 cents a dozen.

Lumbering.—Middle grades of pine are firm in price, but low grade is weak. Only one firm is doing a large export trade, but all are preparing for the usual cut this summer. Many contracts have been closed at last year's figures for white pine and red pine.

Railroad construction.—C.N.R. Co. is negotiating with the city for an entrance for its Ottawa-Hawkesbury branch. The construction of the G.T.P. line has created a demand for men and supplies. The C.P.R. Co. is strengthening its bridge across the Ottawa river for the purpose of running heavy as well as light engines over it.

CONDITION OF PARTICULAR TRADES.

The metal, engineering and ship-building trades were very quiet. Metal polishers, buffers, platef's and brass workers were very quiet. The wood-working and furnishing trades were quiet. The printing and allied trades were active and the clothing trades busy. Food and tobacco preparations and leather trades were quiet. Barbers were busy. Transfer work was active, but miscellaneous occupations were quiet. There was a fair demand for unskilled labour.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent,
reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was well employed during April, being far more active than during the same month a year ago. This is mostly attributed to the fine weather. There was a good demand for unskilled labour, although the supply was more than equal. All of the local industries were running, for the most part full time and with full staffs. The starting of civic work, such as new walks, scraping the streets, etc., gave employment to a large number of men and teams. A large amount of granolithic walks and new roads are to be completed this summer, as well as considerable sewerage work. Transportation by both water and rail was active, navigation having opened the first week of the month, giving work to longshoremen, steamboat engineers and firemen as well as sailors. Banks reported business prosperous, while both wholesale and retail merchants had an active month. The starting of several new buildings gave work to nearly all branches of the building trades. The Grand Trunk Company has a staff of men engaged repairing docks. A large new club house gave work to many carpenters. Putting in new lockers as well other work on the new armouries employed a number of men. At Mansasaga Park, a summer resort, many were employed making alterations and additions. The rolling mills were busy with a large number of skilled and unskilled men engaged. The horseshoe factory, the Billintle Hardware Company and the Brass and Steel Goods Co. were all active. The new \$65,000 separate school was completed this month. At the Crookston quarries many stonecutters were given employment as well as labourers. The two cement plants, as well as the new quarries employed many men, from this city. There were no changes in rates

of wages or hours of labour, and no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Considerable ploughing was done. Grain has wintered well. Most of the cheese factories opened this month. No damage from frost was reported.

Fishing.—Fishermen made good catches of rough fish.

Lumbering.—Operations were active in the northern part of the county.

Manufacturing.—Nearly all branches were active.

Mining.—Employment was very active throughout the county, and a busy season is looked for.

CONDITION OF PARTICULAR TRADES.

Nearly all branches of the building trades were active, especially carpenters, joiners, masons, painters, paper hangers and builders' labourers. Iron moulders and helpers, machinists, steam engineers, electrical workers, linemen, metal polishers, brass workers, blacksmiths, boiler-makers, shipwrights and horseshoers reported a busy month. Woodworkers, upholsters, varnishers and polishers—carriage and wagon makers and coopers were active. Printers, both job and newspaper, pressmen and bookbinders were all active. Journeymen tailors reported a very busy month on spring orders. Bakers and confectioners, butchers and meat cutters and cigar makers were busy. Ice cutters and drivers had a dull month. Harness makers and saddlers were fairly active. Barbers, clerks, stenographers, delivery employees, hotel, restaurant and theatre employees and laundry works were busy most of the month. Transportation by rail and water was active, especially by water, and as a result a large number of unemployed secured work. Longshoremen had a busy month unloading coal, lumber and other freight. Cab drivers, hackmen, carters, draymen and teamsters were active. Unskilled labour was in fairly active demand.

KINGSTON, ONT., AND DISTRICT.

Mr. W. Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Increased activity characterized the month of April, as compared with the previous month and corresponding period of last year, although the weather conditions were somewhat backward. Navigation opened on April 6, the same date as last year. During the past 13 years the dates of the opening of navigation in Kingston harbour have been as follows:—

1909.....	April	6
1908.....	"	6
1907.....	March	28
1906.....	April	4
1905.....	"	10
1904.....	"	11
1903.....	March	14
1902.....	"	24
1901.....	April	8
1900.....	"	9
1899.....	"	10
1898.....	March	13
1897.....	April	1
1896.....	"	14

During the month the Railway Commission ordered that a subway be built at the Grand Trunk Railway Junction at Kingston. The cost to the city and to the county of Frontenac will be about \$6,500 each. It was ordered that operations be commenced on the 26th of the month. The subway must be completed by August 1, 1909. An extensive addition is being made to the Davis tannery. The building will be 212 feet in length and 62 feet wide and will be of reinforced concrete. When completed it will more than double the capacity of the tannery and will require a corresponding increase in the number of hands. An effort will be made to have the new portion put in operation by next January. From indications the tourist season will be the heaviest in years. Already extensive building operations were going on among the islands. Work was commenced on the sulphuric acid works here. The buildings being erected on part of the smelter site were already under way and affording employment to many. The work of restoring the Wormwith Piano

works and the city hall dome was rushed during the month. The latter was nearing completion. Real estate agents reported greatly increased activity with higher rents and prices than a year ago. Already nearly 100 permits have been issued for buildings, etc. Ground was broken during the month for a new observatory at Queen's University. The Canadian Pacific Railway Company has purchased 125,000 ties along the line of the Kingston and Pembroke Railway in Frontenac. These ties sell at from 25 to 30 cents each. About \$35,000 was spent in this connection. A spur line is to be built from the Kingston and Pembroke tracks near the station across the foot of Brock street to a wholesale grocery building. During the month a large staff of men was employed cleaning the streets and roads and otherwise putting the city in order for the coming season. Collections at the Inland Revenue office for March were: Spirits, \$5,190.46; malt, \$8,131; tobacco and cigars, \$1,639.12; bonded factory (vinegar) \$278.77; methylated spirits, \$32.54; other receipts, \$61.69; total \$8,015.58. There were no strikes, lockouts or changes in wages or hours of labour reported during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The heavy rains, while improving the pastures, winter crops, etc., have somewhat retarded seeding and general agricultural operations. Some of the seed was washed out and will necessitate extra labour. In some localities low lands have suffered as a result of excessive rains.

CONDITION OF PARTICULAR TRADES.

Carpenters were in much demand, all other branches of the building trades were active. The metal, engineering and ship-building trades continued active. A number of new locomotives left the Canadian Locomotive works during the month. The shipyards and boat builders reported business very active, with many orders ahead. Woodworkers had an active month, as also had printers. Activity

prevailed among bakers, butchers, ice handlers and cigarmakers. The leather, miscellaneous, and transport trades were active. Unskilled labour had an active month.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. J. Arthur Sharp, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during April showed an improvement over the previous month. The ratepayers carried a by-law to provide \$120,000 for the erection of a new dam and pumping station for the waterworks department, but disapproved a by-law from the city council asking for \$15,000 for the construction of a power house at the waterworks dam. The Central Milling Company's directors met and declared 8 per cent. dividend; it is their intention to double the capacity of the mill this summer, and to turn out 400 barrels of flour per day. Custom returns for the month of March show an increase of \$4,000 over the figures of March last year. The increase in railway traffic, in bank clearings and customs revenue all point to improved commercial conditions. The annual general meeting of the Canadian General Electric Co. was held on March 29. The management presented a satisfactory financial statement; the profits of last year's operations were somewhat in excess of those of the preceding year, presenting an addition to the credit side of profit and loss. The current liabilities were more than cut in half the reduction, being from \$2,191,266.00 to \$1,093,123.88.*

The barbers have signed a petition and have presented it to the city council asking that a by-law be passed to close barber shops at 11 o'clock on Saturday evenings.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been very busy, although the season has been somewhat backward.

Lumbering.—The lumber companies are all busy getting their logs out. The Baker Lumber Co. has about twenty-five cribs to bring down and thirty-five men left the city to drive back to Eel's Lake to bring logs for the Peterboro Lumber Co. The McDonald Lumber Co. also have a large gang of men bringing logs for their mill.

Railroad construction and employment.—A large quantity of new rails will be laid on the C. P. R. line west of this city.

Manufacturing.—Exceptional activity prevailed in the brick yards this month and a very busy year is anticipated.

CONDITION OF PARTICULAR TRADES.

Bricklayers were not doing much, but look for a busy summer. Stone masons were beginning work. There were no large contracts in progress, but a lot of small houses were under way, and carpenters were fairly well employed. Lathers and plasterers were not doing much. Painters and paperhangers had a good month. Plumbing and gasfitting has been quiet and very little stone cutting was done. Iron moulders have been well employed, also iron workers and helpers and core makers. Machinists reported some improvement. Electrical workers reported conditions better than for some months. Woodworkers and furnishers showed improvement. The Peterboro Furniture Co. will enlarge its factory one half the size of present building this summer. Pattern-makers and coopers were active. Printers and pressmen have been fairly busy. Tailors have also had a busy month. Bakers and confectioners have been busy. Cigar makers and tobacco workers have had a quiet month. Leather trades reported a good month. Railroad workers have been fairly well employed. Steamboat men were getting busy the latter half of the month, as the locks and bridges opened on the 15th. Unskilled labour was fairly well employed.

*See also opening article of present issue.

The city will start on sewer construction at once.

DISTRICT NOTES.

Campbellford.—At a special meeting of the town council Mr. S. J. Moore, manager of the Trent Valley Woollen Mill, asked that a fixed assessment of \$50,000 be placed on his mill property for 20 years. He stated that the company would erect a large addition to the south end of the mill, 78 x 178 feet and would employ 70 more hands than at present.

Hastings.—The local engineering staff of the canal are busy with survey work, getting the work ready for the contractors.

The Radiator building and land in front which have been unused since the company ceased operations now presents a lively scene. Gangs of men are busy putting up the piers for building the new dredge and getting out the timber ready for the scows for the coming work. Considerable timber has arrived and more is on the way from British Columbia.

Bobcaygeon.—The Bobcaygeon Lumber Co. has about completed its winter cut after a very satisfactory season. The quantity of custom work was large. About 200,000 ft. were cut. The company has still on hand material for ties and shingles which will be cut later on.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of April has witnessed a marked improvement in labour conditions. With the resumption of activity in the building trade the opening of navigation and the spring demand for farm labourers and men for construction work, much of the unemployed labour, both skilled and unskilled, has been absorbed. Many of the manufacturing establishments have also taken on additional men in view of more favourable

prospects and increased orders, although normal activity has not yet been resumed except in a few lines. All indications point to an exceptionally busy year in the building trade. The number of building permits issued in March was 893, representing an approximate value of \$1,703,840, as compared with 447 permits representing a value of \$838,130 in March, 1908. It is not anticipated that there will be any important labour difficulties this spring, as no questions between the unions and the employers of a serious character have so far arisen.

The new Bell Telephone exchange and office building will cost \$320,000.

The corner stone of the new Transportation Building of the Canadian National Exhibition now in course of construction was laid by Hon. Dr. Pyne on the 26th. It will be one storey in height and 354 ft. long by 150 ft. deep.

The contract for the publication of Ontario public school readers has been awarded to the T. Eaton Co., Ltd., as the lowest tenderers, for ten years from August 1st. They will immediately proceed to turn out the series of 750,000 required at the close of the summer vacation. The net cash price of the full series of five books will be 39 cents, as compared with the recent price of 49 cents.

On the 19th inst. the Divisional Court dismissed the appeal from the judgment of Chief Justice Meredith refusing to quash the license reduction by-law passed by the citizens of Toronto. The License Commissioners will act in accordance with the by-law in issuing licenses on May 1st and will reduce the number to 110.

By-laws calling for an expenditure to \$1,165,000 will be voted on by the rate-payers of Toronto on June 5th, the items being \$700,000 for the construction of a sea wall on the western lake front, \$275,000 for electric pumps; and \$190,000 for new water mains.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers toward the latter end of the month were busy with spring seeding which had been consider-

ably delayed by cold and wet weather. Heavy rains have been favourable for pasturage, which was looking well. Fall wheat wintered well and appeared in promising condition. The roads in many localities were in very bad condition, rendering travel difficult. The Farmers' Dairy Co., capitalized at \$60,000, have completed their organization and will take immediate steps to establish a system for the delivery of milk direct to Toronto consumers. It is announced that about May 1st the retail price of milk will be reduced by dealers from 9 to 8 cents per quart for bottled milk and from 8 to 7 cents per quart for bulk milk.

Manufacturing.—Increased activity prevailed during the month, conditions, being considerably better than in April, 1908. The extensive immigration movement in the West and the prospects of an active season in building and railway construction give a stimulus to manufacturing industries.

The T. Eaton Co., Ltd., is erecting a 12 storey factory at a cost of \$215,000.

George H. Hees & Co., manufacturers of upholsterers' supplies, will erect a four-storey addition to their factory to cost \$23,000.

CONDITION OF PARTICULAR TRADES.

Building.—Bricklayers, carpenters, builders' labourers, masons, lathers and plasterers were generally active. Painters found trade good. Plumbers and steam and gasfitters were quiet.

Metal.—Iron workers found trade improved. Machinists were more generally employed than during the winter, but about 25 per cent. were still out of work. Moulders, boilermakers, blacksmiths, street metal workers, and structural steel workers were active. Electrical workers had a fair month. Brass workers were well employed, Jewelers and silversmiths had plenty of work.

Woodworking and furnishing.—Woodworking machinists, coopers, carriage and wagon workers were active. Furniture workers and upholsterers were fair. Piano workers found trade improved.

Clothing.—Custom tailors were busy during the latter part of the month.

Garment workers were active. Boot and shoe workers and hat and cap workers fair.

Printing.—Printers and bookbinders were fairly well employed.

Food and tobacco preparation.—These trades generally had steady work. Cigar makers were better employed than in March.

Leather.—Leather workers were steadily employed.

Miscellaneous.—Hotel and restaurant employees barbers and laundry workers had a fair month. Clerks, salesmen and delivery men were steadily employed.

Transportation.—Railway workers, street railway employees, teamsters and expressmen had steady work.

Unskilled labour.—A large number of those unemployed during the winter obtained work, but many are still unemployed.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was a great improvement in industrial and labour conditions in this city and district during the latter half of April. Practically all classes of working people felt the benefit, the advancing season permitting open-air work.

The new cement-block-machine factory was in operation. Part of the new cyanide factory may be running before June 1st. Work progressed well on the corrugated paper factory.

The Ontario legislature authorized an expenditure of \$200,000 on the Niagara boulevard in addition to the \$100,000 voted last year. Work was re-commenced for the season, giving employment to many labourers and teamsters.

Trade was steady but quiet; financial interests were more active.

The Dominion government refused to renew the license for the exportation from Canada of natural gas and the export ceased with the month of March.

Plans were completed for the installation of a permanent electric plant of 2,500,000,000 candle-power for the illumination at night of the Niagara Cataract. It will be in use by September.

The total loss by fire in the city in 1908 was less than \$17,000.

The Canadian Niagara Power Company was installing another generator of 10,000 horse-power capacity.

The city council decided on extensive improvements to streets, fire stations and the lighting system. The new public library building will be commenced in May.

A wind-storm did much damage to factory buildings, stacks, tanks and to dwellings, barns and trees throughout the district.

The greatest ice-jam on record occurred in the Niagara gorge, ice and water reaching levels never before attained. The Ontario Power Company's power house was flooded, and while the actual damage was not great, more than two weeks were required to get the plant in running order again. At *Queenstown* and *Niagara-on-the-Lake* public and private wharves, storehouses, boat-houses, fishing apparatus and pumping stations were destroyed with great financial loss. On the United States side of the river the loss was still heavier because of damage to the Gorge railway. The Canadian Niagara Power Company and Electrical Development Company were not affected, as their generating plants are not located in the gorge as is that of the Ontario Power Company.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farm work was backward owing to weather conditions. Prospects for fruit crops were good. Work will be active in May.

Fishing.—Ice-movements in the lakes and Niagara river prevented fishing.

Manufacturing.—Factories were all fairly busy. The steel chain and trap works were running over-time.

Railroad construction and employ-

ment.—Railways were employing extra trackmen. Traffic on steam lines was quiet but on electric lines it was heavy. Final removal of the restrictions of the cattle embargo was followed by an increase of through freight traffic.

CONDITION OF PARTICULAR TRADE.

The damage to buildings by a wind-storm opened the season for the building trades with a rush. The outlook for the next four months is good. Bricklayers and masons were quiet as yet, carpenters busy, lathers and plasterers active, painters busy, plumbers and gas and steam fitters active and builders' labourers pretty well employed. In the engineering trades work was steady and fairly plentiful. Electrical workers and linemen were very busy and expected a rush season. Printers were active. Journeymen tailors were busy. Barbers were dull. Hotel and restaurant employees were active. With the exception of trackmen, who were busy, there was little of note in regard to steam railways. Electric lines had a very busy month and expect a busy summer. The re-opening of navigation gave work to many and the conditions in this line of employment will improve as more passenger steamers commence their season's trips. Cab drivers had a good month. Unskilled labour was well employed.

DISTRICT NOTES.

Fonthill.—The busy season in the nurseries has commenced. Thirty men were brought from England and Scotland for work of this sort.

Port Colborne.—Navigation on the Welland canal opened on April 15th.

Ridgeway.—A new brick-yard is to be started.

Welland.—The company proposing to erect a tin-plate factory was incorporated. The new woodworking mill was being erected. Factories and iron-building plants were all busy.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was a marked improvement in the labour market during the month of April as compared with preceding months. There was more activity in the building trades. Many new residences were started, beside the new school building for St. Patrick's ward, the contract price of which is \$23,300.00. The site for the Tuberculosis Hospital has been approved of; the establishment will consist of one large building and several smaller ones to be erected at an early date. The civic improvements for the year including the paving of a number of the principal streets of the city, the laying of sewers, etc., which will furnish employment to a large number of hands. This work is expected to cost the city less than in other years, owing to the decline in the cost of cement. The Dunnville, Wellandport and Beamsville Electric Railway Company is contemplating extending the railway to St. Catharines. The gale which swept the Niagara Peninsula on April 7th. did considerable damage in the city and district.

The teachers in the collegiate institute have received their annual increase in salaries according to a fixed scale of increase agreed upon three years ago increasing the salaries \$50.00 per year until maximum is reached.

Business generally has improved with the improvements of other conditions. Owing to the advance in the price of wheat the price of flour has steadily advanced, selling the latter part of the month for \$3.50 per barrel, the highest price reached in many years.

Navigation on the Welland canals opened on April the 15th. Conditions were quiet but improved somewhat towards the close of the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Fruit growers were busy spraying pruning, etc., Farmers had start-

ed spring plowing. The season is backward.

CONDITION OF PARTICULAR TRADES.

The building trades were busy, having for the first time in many months full employment. All branches of the metal and engineering trades were active. The woodworking and furnishing trades had a fair month. The allied printing trades were active with conditions favourable. Journeymen tailors and boot and shoe workers were busy. Bakers, confectioners, butchers, and meat cutters, ice cutters and drivers, cigar makers and tobacco workers were active. Tanners and curriers, leather workers and saddlers were busy. Barbers, clerks, stenographers, delivery employees, furriers, hotel and restaurant employees and laundry workers were active. All lines of transportation were active and conditions improving. Unskilled labour was active, the supply and demand being about equal.

DISTRICT NOTES.

Thorold.—Labour generally was well employed; most of the mills and factories were running full time.

Merritton.—The general condition of the labour market was good.

Port Dalhousie.—Employment was better than in March.

HAMILTON, ONT., AND DISTRICT.

Mr. P. Obermeyer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month has shown a good deal of activity in connection with projected building operations, mostly in the way of clearing ground, which has given considerable employment to labourers and teamsters. The Street Railway Co. commenced the work of reconstructing its road-bed on April 21, when about 200 men were put to work; another large gang will be started shortly and the work

ished along as rapidly as possible. The company is laying 92-pound rails, imbedding rails and ties in concrete. The board of Works employees will follow up the railway workmen, and put the roads in good order. The city will spend \$117,000 on this work, and has ready a number of men on the job, setting sewers and water services in good order, so as to avoid, as far as possible, the tearing up of the streets when the tracks and permanent roadways are finished. The Telephone Company is busy laying conduits to carry its wires. The sewers department has also started work. All this has provided employment for a large number of men, but there are still many labourers available.

The value of the building permits issued during the month was \$225,330, an increase over the same month last year of about \$20,000, which is additional evidence of a busy year for the building trades. Contracts have been awarded for the new building for the Y.W.C.A., which to cost \$36,000. The Public Library board has secured a donation of \$75,000 from Andrew Carnegie, and is looking for a site for its new building; the building and site are expected to cost \$100,000, and work will be started as soon as the location is secured. Preparations were under way early in the month for the erection of a large departmental building, the corner of John and Hunter streets, when the T., H. & B. Railway Co. acquired the property. This gave currency to a rumour that a union station was to be erected to accommodate the railway, and that several other railways expected to build into this city during the summer. The Guelph Junction, Canadian Northern and the Southern Ontario Pacific (a branch of the C.P.R.) are all expected here this summer, and will require station facilities. The T., H. & B. officials, however, disclaim any intention of erecting a union station at present. The manager of the Dominion Power & Transmission Co. announced on April 24, that the company had decided not to build car shops or barns in Hamilton. The provision in the Beck bill requiring the franchise to be sub-

mitted to the ratepayers, and the opposition of citizens to granting the running rights desired, were reasons given for this decision.

An organization of citizens, under the title of the Greater Hamilton Association was formed during the month. Its objects are the advertising of the city's advantages, the inducing of manufacturers and business establishments to locate here, and the furthering of all projects for the prosperity and welfare of the city. This organization is distinct from the Industrial Committee, which has already done some effective work in securing the promise of manufacturers to come to Hamilton.

Real estate transactions have been very active, and values are on the increase.

The contract between the Cataract Power Co. and the city, which was declared by the courts last January not to be binding on the city, is to be submitted to a vote of the ratepayers next month. The by-law will contain two important additions, namely, that the rate charged the city for power shall be 10 per cent. lower than the rate charged by the Hydro-Electric Commission for power to any municipality, and that manufacturers will be supplied at a rate 10 per cent. below that of the Hydro-Electric to any manufacturer. The Hydro-Electric by-law does not require to be submitted again for ratification.

The difficulty between the moulders and the stove-founders over the 25 per cent. reduction in wages is still on. The labour situation is quiet in other respects, excepting in the case of the carpenters. The men are pressing for an agreement at the rate prevailing last year, 37½c. per hour. The building contractors association have offered 32½c. and 35c. an hour with an agreement, or will sign up for 37½c. if the unions can get the builders outside the association to sign at that rate.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—The Fish and game inspector on April 17, put one million

white fish fry in Lake Ontario. The upper end of the lake is the home of the whitefish, very few being found east of Toronto.

Manufacturing.—The iron and steel industries continue busy. The Ontario Rolling Mills Company has resumed operations at its mills after a period of inactivity.

The Otis-Fensom Elevator Works is showing increased activity. The company will erect its moulding shops in this city instead of in Toronto, as was reported last fall.

The Canadian Screw Co. is running a full staff in all departments. The textile industries are fairly busy. Manufacturers of wire and wire goods are all running up to their capacity.

Railroad construction.—Mr. D. Mann, of the Canadian Northern Railway, stated that surveyors were staking out a route for the railroad to enter Hamilton. He also said that the company would probably build its car shops and an electric plant here. Hamilton capitalists have secured a charter to build a railway along the north shore of the bay. There has been considerable activity in real estate transactions in that locality lately, which would indicate that railway communication with the city had been assured.

CONDITION OF PARTICULAR TRADES.

It has been rather a quiet month in the building trades, and while there seems to be considerable work in prospect, weather conditions have delayed an early start. The construction work on the Maple Leaf Amusement Company's buildings to the east of the city has given employment to a number of carpenters and labourers, but this was about the only work of any consequence under way. Bricklayers and masons are finding more employment as the month draws to a close, but the other trades are still dull, with the possible exception of painters. The stove-plate moulders are still on strike against the 25 per cent. reduction. Three foundries are running with small staffs of outside moulders; machinists and electrical workers were

dull, but linemen were fairly busy. Stove mounters, metal polishers, pattern makers, blacksmiths and horse-shoers all reported work dull. Wood workers were well employed, as were also employees in the furniture trades. The allied printing trades have had a rather quiet month. Workers in the clothing trades reported conditions good. Boot and shoe operatives were not very busy. Cigarmakers were all employed and trade was brisk. Tobacco workers were idle during the month, not through dullness, but to enable changes to be made at the Tuckett factory rendered necessary by provisions in the new excise law. They are back to work again. Barbers and broommakers were busy. Hotel and restaurant employees were dull. Laundry workers were fairly well employed. Transportation continued quiet. The street railway early Sunday service which was put on a few months ago as an experiment, has been discontinued. Workers along the water front have experienced considerable improvement this month. Lake traffic prospects are extremely bright. Affairs in this branch have been gradually improving for the last couple of years, and this season promises to be the best in many years. The Merchants' Mutual Steamship Co., with twelve Great Lakes carriers and two finely equipped passenger boats is the latest addition to the fleet running in and out of Hamilton. These boats will connect at Fort William with the C.P.R. and at Port Arthur with the C.N.R. for all points in Western Canada and east of Hamilton, and will give a service between Hamilton and Montreal. Unskilled labour has found conditions improving as the month progressed and prospects are good.

DISTRICT NOTES.

Dundas.—The moulders in Bertram's foundry started on full time April 5. Work is proceeding on the erection of the Carnegie library building. The Clark Co., of Greensville has moved its knitting works to this town. Garment workers are busy, and a gradual improvement is noticeable in every department of industry.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of employment has considerably improved during the month. Street cleaning and sewer construction work gave employment to a number. Toward the close of the month the building trades became more active than was anticipated. Bricklayers from May 1st will work under the new schedule of 45c. per hour as a minimum instead of 42c., and an 8-hour day instead of 9; about 70 men are affected. This is the result of an agreement entered into a year ago with the Master Builders. Factories show increased activity; some overtime was worked during the month, the agricultural implement shops being especially busy. The Massey-Harris Company have commenced the erection of a large addition to their warehouse 66x162 feet, three storeys high.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers and market gardeners were busy, particularly toward the close of the month. The weather has been a little backward.

Manufacturing.—Factories are gradually becoming busier; overtime was worked in several during the month.

Railroad construction.—The Grand Valley Radial Railway Co. has a force of men employed re-constructing parts of the road-bed between here and Galt.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, painters and decorators were active. Lathers and plasterers were a little quiet. Plumbers and gasfitters were active. Iron moulders and coremakers in most of the factories were busy. Machinists were active. Electrical workers and linemen, more particularly the latter, were active. Metal polishers and buffers in most cases were busy, but stove

mounters were not very active. Boiler-makers were active, with sheet metal workers, blacksmiths and horseshoers busy. Woodworkers were busy, and carriage and wagon makers, pattern-makers and coopers active. Printers, pressmen and the allied printing trades generally, as well as tailors and tailoresses, bakers and confectioners were busy. Cigar makers and tobacco workers, leather workers and saddlers were active. Barbers, clerks, delivery employees, hotel and restaurant employees were steadily employed. Laundry workers were busy. Railroad trackmen and freight handlers, particularly the latter, were busy. Street railway employees were actively employed. Teamsters and draymen were busy, with hackmen and expressmen active. Unskilled labourers were better employed than during March, though there were still some out of work.

DISTRICT NOTES.

Paris.—The mills and factories ran steadily. There were not many unemployed during the month.

GUELPH, ONT., AND DISTRICT.

Mr. Wm. Drever, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market has improved somewhat during the month. The outlook for the building trades is fair for the season. Building permits issued for the month total in value \$29,600, the greater number being for residences. While the backward weather interfered with work in the first part of the month, towards the close most of the men in the building trades were busy. Manufacturing is steadily improving and with a few exceptions all establishments are again running full time. The Guelph Cigar Company is preparing to enlarge its business, having moved into a larger building.

The Guelph Co-Operative Association, Limited, held its quarterly meeting this

month. The committee in charge presented its report which shows a steady gain in all branches, which now include bread, confectionery, groceries, meats and boots and shoes. The committee also recommended that the association go into the coal business. They have already received orders for 1,000 tons of nut and stove coal at \$6.50 per ton. Now the local coal dealers have reduced their price to \$6.25 per ton, the public receiving the advantage of cheaper coal than they have had for a number of years.

CONDITION OF LOCAL INDUSTRIES.

Farmers complain of the cold, backward weather, which has interfered with seeding operations to a very great extent, only those on high lands being at all advanced with their work.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons reported a fair month. Carpenters were well employed, mostly on repair work. Lathers and plasterers were dull. Painters, decorators and paper hangers were well employed. Plumbers, gas, and steamfitters reported a dull month. Iron moulders had an active month, as did machinists and helpers. Tube mill workers were very busy, working day and night shifts. Woodworkers, upholsterers, varnishers and polishers reported no improvement over last month, still working short time. Carriage makers were busy. Printers and pressmen were all fully employed. Journey-men tailors, bakers and confectioners were busy. Of unskilled labour the supply is continued greater than the demand.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All classes of labour were wellemloyed, the labour market showing an improve-

ment over the previous month and the corresponding month of last year. Two by-laws were voted on and carried during the month, one for \$40,000 to provide the necessary machinery for the distribution of Niagara power, and the other for \$8,000 for extensions of gas mains. Good progress was made on the J. S. K. Weber block, the first flat being finished and occupied towards the close of the month. Building permits to the number of 24 were issued at a total approximate valuation of \$74,400. Among the permits issued were, one for a brick shoe factory 44 x 114 feet, 2 stories high with basement; one for a boiler house 19 x 35 feet; one for a laundry 16 x 72 feet with a wing 79 x 52 feet; one for an addition in the shape of a three story brick building with basement 60 x 113 feet to the Star whitewear factory, and one for a three storey pressed brick business block 48 x 100 feet. Work on the excavation for the above buildings was begun. A large addition to the convent and another addition to the St. Jerome College, as well as alterations of several residences, were also under way.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been busy ploughing and seeding. Fall wheat is looking well.

Lumbering.—Activity prevailed.

Manufacturing.—Industrial establishments were running full time, the Berlin Interior Hardwood Company working overtime.

CONDITION OF PARTICULAR TRADES.

With the exception of gas and steamfitters, who were quiet, the building trades were busy. The metal, engineering and shipbuilding trades were well employed, as were also the woodworking, printing, clothing, food and tobacco preparation and leather trades. Hotel, restaurant and theatre employees were active; other miscellaneous trades were busy. The transport trades reported busy conditions. Unskilled labour was well employed towards the close of the month.

DISTRICT NOTES.

Galt.—All classes of labour were well employed and the outlook was very favourable. Industrial establishments were all very busy, some of them running overtime. The supply of labour, however, was equal to the demand. Wholesale and retail merchants reported trade good.

STRATFORD, ONT., AND DISTRICT.

Mr. Jos. T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during April was satisfactory. The building trades were quiet, but showed signs of improvement; permits to the value of \$7,500 were issued during the month of March. The Y. W. C. A. intends erecting a \$12,000 building this year, and the contracts are let for large additions to the collegiate institute and one of the ward schools. Trade was better than the same month a year ago.

The customs returns for the month amounted to \$16,815.84, a big increase over preceding months.

No change in the rates of wages of labour, and no trouble in the labour market was reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers in this district reported the fall wheat looking well and not affected by the recent severe weather. The only complaint the farmers have is the lateness of the season. Market quotations are as follows:—

Eggs, 18c. per doz.
Butter, 23c. per lb.
Chickens, 45c. to 50c. each.
Potatoes, 85c. to \$1 a bag.
Wheat, \$1.15 per bush.
Oats, 45c. " " "
Barley, 50c. to 55c. per bush.
Peas, 85c. per bush.
Bran, \$24 per ton.
Shorts, \$25 " "
Live hogs at \$7.10 \$7.20 per cwt.

Manufacturing.—Conditions were more active, especially in the clothing factories.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers and plasterers were not very busy owing to the backward season. Painters, paper-hangers and plumbers were busy. Gas-fitters were active. Builders' labourers were dull. Iron moulders' and helpers were busy. Machinists, blacksmiths and boiler makers were active. Woodworkers and those engaged in sash and door factories had a good month. Carriage and wagon makers reported a fair month. Coopers were busy. Printers were well employed. Journeymen tailors have had a busy month. Bakers, confectioners and butchers did a good business. The butchers have raised the price of beef steak, round, from 12½ to 15 cents per lb and of sirloin steak from 15 to 18 cents per lb. Cigar makers were rather dull. Barbers, clerks and delivery employees had a busy month; hotel and laundry workers were active. Railroad conductors, engineers, firemen, trainmen and trackmen were fully employed. Cab drivers, draymen and teamsters were active. Unskilled labour was very dull.

DISTRICT NOTES.

Goderich.—The customs receipts through the port of Goderich totalled \$7,634.28 for the month of March, an increase of \$2,206.01 over March of last year.

St. Marys.—Oil drillers are preparing for operations. A large drilling plant is erected about a mile up the river Thames. The diameter of the drill hole will be ten inches to start. There will be night and day shifts of workers. The machinery has been installed in the factory building of the Canadian Smallwares, Limited, and will soon be ready for work.

LONDON, ONT., AND DISTRICT.

Mr. A. Wootton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

A marked improvement in the condition of the labour market has taken

place, and a large number of those idle throughout the winter have secured work. In the building trades a large number of building permits have been taken out; among the larger jobs started are the Globe Casket Co., rebuilding factory which was burned in January; a wholesale grocery, to cost \$30,000; the Murray shoe factory, to cost \$10,000, and a \$20,000 residence. The Canada Packing Co., whose premises were destroyed by fire, has decided not build again. Wholesale houses are well pleased with the spring business, and report it 25 per cent. better than last year.

During the month wind and fire caused considerable damage. The paper box factory of H. T. Reason and Co. was damaged by fire to the extent of \$15,000. The Murray Shoe Co's premises were damaged to the extent of \$10,000 by fire, and the Lamb Fence Co.'s premises was also damaged to the extent of \$3,000. In each case a number of hands were thrown temporarily out of work. A severe wind storm visited the city on April 8th, and tore down chimneys, roofs, fences, etc.

Several increases were granted by the city council to civic employees, as will be seen by the following table of salaries for 1908 and 1909:

	1908.	1909-
City Treasurer.....	\$1,400	\$1,400
Assistant treasurer.....	800	800
Clerk, part time.....	125	125
Clerk, part time.....	100	150
City engineer.....	2,400	2,400
Assistant city engineer.....	1,300	1,300
City architect.....	1,000	1,100
Stenographer.....	450	500
Assessment commissioner.....	1,800	1,800
Assessment commissioner.....	900	1,050
Assessor.....	900	950
Assessor.....	900	950
City clerk (with vital statistics).....	1,800	1,600
Clerk.....	500	600
Stenographer.....	500	525
Tax collector.....	1,600	1,700
Assistant collector.....	900	900
City auditor.....	1,200	1,500
Auditor.....	600	600
Mayor.....	2,000	2,000
Relief officer.....	1,000	1,000
Assistant.....	675	675
Market clerk.....	700	700
Weigh scales clerk.....	775	775
Caretaker, city hall.....	650	650
Police magistrate.....	2,200	2,500
Police court clerk.....	850	850
Caretaker, Queen's Park.....	600	600
Health officer.....	1,200	1,300
Veterinary officer.....	400	450
Weigh scales, East End.....	70	125
Four assessors' clerks, \$12 a week.....	1,344	1,344
Assistants in collector's office.....	150	150

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farm help was reported scarce; many skilled workers have gone to the Northwest. The farmers are busy seeding; hay is selling at \$13.50 per ton, and live hogs at \$7.25 per cwt.

CONDITION OF PARTICULAR TRADES.

Building. Bricklayers were all busy, with indications good. Carpenters were fairly well engaged. Lathers and plasterers were all working, painters were busy, plumbers were slack. Stone cutters and builders' labourers were busy.

Metal, engineering and shipbuilding.—Iron moulders reported trade good. Workers at the rolling mills were busy. Bolt and hinge makers reported trade improved, and were working full time. Machinists were fairly active. Metal polishers and stove mounters were dull. Sheet metal workers reported business fair.

Woodworking and furnishing.—Carriage and wagon makers reported trade improving. Car builders had some more men laid off at the G. T. R. shops. Coopers had a fair month.

Printing.—Printers were all employed and business was fair. Pressmen were busy.

Clothing trades.—Journeymen tailors were very busy. Garment workers were busy. Boot and shoe workers reported trade active.

Food and tobacco preparation.—Trade is improving in the biscuit and candy factories, cigarmakers were slack, and several of the factories were closed from one to two weeks stocktaking.

Leather trades.—Tanners and curriers were very busy.

Transport.—Railway train crews have had a fair month, with considerable freight moving. Teamsters and draymen have had the best month since last fall.

Unskilled labour.—The opening up of spring work has employed a lot who were idle all winter, but there were still some out of work.

F. THOMAS, ONT., AND DISTRICT.

Mr. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Mechanics in the building trades are at present well employed and the prospects are bright for a busy season. The increase in traffic on the railroads and general revival of trade has had a good effect on prospective builders and consequently there will be slightly more building than anticipated earlier in the season. Railway employees in the traffic and mechanical departments have been well employed, and the effect of the depression, due to the reduction in the amount of freight handled by railroads during the latter winter months, can be said to have passed away.

Shop employees of the Pere Marquette Railway will work on an eight hour schedule with Saturday and Wednesday afternoons off commencing May 1st. A reduction in the working staff from forty to thirty-five men will also be made. Heretofore the men have been working on a ten hour schedule with Saturday afternoons off. The fiscal year is nearing its end and the reduction is the result. In all probability the men and staff will be increased within a month or so.

Work has been commenced on the West street subway and will be continued until completed. At present the number of teams and labourers is small, but will be increased as necessity demands. Considerable civic work apart from the subway will be carried on during the summer, it being the intention of the city council to improve Pinafore Park and so equip it for athletic amusements.

Trade has been good during April and local industries have been well employed. There is a demand at present for unskilled labour. No difficulties have been reported between employers and employees during the month, and no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers during the past two weeks have been engaged in seeding. The fall wheat is reported to be doing well in this locality. Markets have been fairly well attended.

Manufacturing.—Local industries have been well employed.

CONDITION OF PARTICULAR TRADES.

Mechanics in the building trades have been well employed, and prospects are bright for a busy season. No large building permits have been issued as yet. The works of the season will consist chiefly of residences and repair work. Blacksmiths, boilermakers and machinists reported the month an active one. Printers were busy during April, and journeymen tailors very busy.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market has shown a great improvement over March. Building operations have begun with a rush. During the latter part of the month a number of contracts were awarded, the largest ones being for the Ursuline Music hall, costing \$32,000; Chatham Gas Company's building, \$5,000; Chatham Manufacturing Company's improvements, \$11,000; Pach House, \$5,000, and a number of private residences. In some lines of building material there has been a reduction in the cost, the most noticeable being in cost of shingles, which were \$1.00 less a thousand than last year. The result is that a large amount of repairing has been done. Civic contracts will be light owing to the determination of the city council to economize. The Chatham Navigation Company has sold its passenger steamer, expecting to replace it, but so far has not been able to do so.

and the prospects are that the citizens of Chatham will be deprived of the usual passenger service between Chatham and Detroit the coming summer. The Canadian Pacific Railway Company has a large number of men employed relaying heavy rails on its tracks inside the city limits.

Manufacturing in all branches was brisk, some manufacturers having to employ extra hands. All factories began working full time after the beginning of the month. Merchants reported trade gradually improving, but experienced no trouble in meeting all demands. Merchant tailors stated that trade is better than in years; in one instance a merchant was compelled to refuse orders for suits owing to inability to secure sufficient hands to make them on time. There has been no agitation for changes in wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy completing work incidental to the spring. Those able to hold their wheat have been rewarded; the price has reached as high as \$1.20 per bushel. There has been no trouble in securing sufficient farm help.

Railroad construction.—The Board of Directors of the C.W. & L.E. Electric Railway Company has been over the line with the view of extending its road to Eneau, as well as north to Petrolea.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, painters and paperhangers, gas and steamfitters were busy, and builders' labourers were active. Machinists, electrical workers and engineers had average employment. Wood-workers were busy, and upholsterers, carriage and wagon makers had a good month. Printers, pressmen, bookbinders and journeymen tailors were busy, but trade was only fair with bakers, confectioners, butchers and meat cutters, cigar makers and tobacco workers. Trade was increasing with barbers. Very few unskilled labourers were unemployed.

DISTRICT NOTES.

Sydenham.—On April 13, the Sydenham glass works were destroyed by fire entailing a loss of \$125,000, throwing out of employment 350 hands. The company intends to re-build at once, and will no doubt require the services of many skilled mechanics during the summer.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The past month has been a very busy period for building contractors. There is a healthy building boom on in all parts of the city, and the present season may equal if not surpass the best construction year the city has yet seen. There have been 41 permits issued for the first 3 months, to the value of \$74,000. The Lufkin Rule Company has broken ground for a factory, 160 x 40, and three storeys high. Work is progressing rapidly on the new Seely laboratory. The school board is spending \$20,000 on an addition to the collegiate institute, and there are private residences going up all over the city. The wholesale and retail merchants reported business increasing and collections easier. There was a strike at the tunnel; the men demanded 35 cents per hour instead of 27 cents per hour. The company settled at 30 cents.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are very busy planting their spring crops. Prospects look good for a good crop as the fall wheat has wintered well.

Manufacturing.—Manufacturers are working full time.

Railroad construction.—The Canadian Pacific Railway Company has a large gang of men lowering its large freight sheds 3 feet. The job will take a month or six weeks to complete.

CONDITION OF PARTICULAR TRADES.

Everyone who wanted to work could find plenty of employment in the building trades. With the exception of moulders, the iron trades were active. Woodworkers and furnishers were all fully employed. Printers and pressmen were all working. Journeymen tailors and garment workers were very busy. Bakers, butchers, cigar and tobacco workers were all fully employed. The leather trades were brisk. Barbers reported trade fairly good. Clerks, delivery employees, furriers, and hotel and laundry workers were busy. All transportation employees were fully employed. Teamsters, expressmen, and unskilled labourers had plenty of work.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was fairly well employed during April, though the supply slightly exceeded the demand. Weather conditions have been very unfavourable, the month ending with a severe snow storm. Business on the whole was quiet. Up to May 1st, boats from the lower lakes got as far as the Sault, but were unable to reach Lake Superior ports except in a few instances on account of the jamming of the ice in the entrance to St. Mary's river. Very little building has been done as yet, but prospects are good for later in the season.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Unfavourable weather prevented activity.

Manufacturing.—The Algoma Steel Company's plant had one of the best month's business in its history. Other industries, except the charcoal plant, which has closed down indefinitely, ran steadily. Navigation opened during the last week of the month.

CONDITION OF PARTICULAR TRADES.

The building trades had a fair month. The metal and woodworking groups were quiet. Printers reported normal conditions. Food and tobacco workers and the miscellaneous trades had a fair month. The transport trade was normal.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During April the demand for labour has been decidedly better than in March. Several gangs have been employed for railroad construction, and the prospects are that this year more men will be employed than during 1908. But though the increase in the amount of work will be very considerable, it is not expected by the workmen to exceed the supply of labour already awaiting employment. The employment offices are besieged every day by large numbers anxious to get employment. In all other classes of employment the demand during April has been better than in March. This is especially the case in the building trades.

The Manitoba Rolling Mills Company is making extensive additions to its factory; when these are completed the number of workpeople will be increased considerably.

The Manitoba Government is offering debentures for sale to the amount of \$500,000, the proceeds of which will be used for telephone construction. Plans are being completed for the erection at Ninette, in Southern Manitoba, of a Sanatorium for tubercular patients.

A committee of citizens of Winnipeg has been appointed for the purpose of arranging for the holding in Winnipeg in 1912 of a large exposition in celebration of the hundredth anniversary of the arrival of Lord Selkirk and the first settlers on the Red River. It is the intention of the committee to make the exposition of a Dominion character and

with this end in view a special train will convey the members of the committee to all the important towns of Manitoba, Saskatchewan and Alberta with a view of discussing the advisability of carrying out the project and of obtaining the co-operation of all the western towns.

Generally trade has been of a satisfactory character. Bank clearings and traffic returns both are larger than those for the corresponding period of last year.

No changes in rates of wages have been recorded during April. The motormen and conductors of the Winnipeg Electric Railway Company have been endeavouring to obtain an advance, but no agreement was arrived at. Upon the application of the men the matters in dispute will be subjected to an enquiry under the Lemieux Act.

Negotiations are in progress between some classes of the Canadian Pacific Railway Company's shop employees and the company, but no settlement is reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—During April little seeding has been done in this locality and very little is reported as having been done in Manitoba and Saskatchewan. In the vicinity of Winnipeg the land is in splendid condition and the farmers will be able to put in the seed as soon as the weather is warmer. For April the temperature has remained exceptionally cold and the wind has kept steadily in the north. The secretary of the Grain Dealers' Association estimates that 800,000 additional acres will be seeded this year.

Railroad construction.—The general manager of the Grand Trunk Pacific has made the announcement that \$10,000,000 will be spent on construction during the present summer, and the vice-president of the Canadian Northern Railway has stated that that company's plans for extensions and rolling stock will require an expenditure of \$1,000,000 per month.

The Great Northern Railway Company will also make some extensions in Manitoba, and, it is reported, will com-

mence the erection of a depot in Winnipeg during 1909.

CONDITION OF PARTICULAR TRADES.

Building permits were issued in April far more extensively than in the same month last year. It is expected that they will for the whole year exceed by a considerable amount the total for 1908. Rents have declined very markedly in certain parts of the city. In the districts immediately north of the Canadian Pacific Railway tracks the decline in rents is not less than 30 per cent. Houses that were rentable in 1906 and 1907 at \$40 per month can now be had for \$25, and those for which \$25 was paid are now available at \$15.00. These reductions have taken place in districts occupied by working people. In the districts occupied by professional and business men the rents are the same as in 1907 and 1908. The decline in rents will deter speculators from building, and this will cause a falling off in the amount of building permits later in the year. A large number of apartment blocks are being erected.

In the metal trades business is not as good as it was expected to be during April. The delay in seeding and the continued cold weather is said to have had the effect of holding orders back.

The planning and woodworking mills report a fair amount of orders, but they are not yet working to full capacity. From provincial points orders are being received, which indicate that in the growing towns of Western Canada more elaborate interior finishings are being demanded.

Since February the printing business has fallen off very considerably, and no decided improvement is looked for until later in the spring.

In the clothing trades business is fair. On April 14th about 100 hands employed by the Western King Garment Company went on strike. The manager reports that this action was the result of a notice posted to the effect that in future an open shop policy would be followed and he states also that no change in wages or hours was intended.

At present the factory has about 60 hands at work and of these a large number are from amongst those who went on strike. The employees, the manager asserts, are paid in accordance with the union schedule. After striking the employees held a meeting, but have made no announcement as to their position.

In the leather trades one factory has ceased to manufacture in Winnipeg, but will keep a few hands for repairs and alterations. The leather goods handled will be made in Toronto where manufacturing expenses, principally wages, are lower. Generally speaking trade is good.

RANDON, MAN., AND DISTRICT.

Mr. E. Fulcher, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been a slight improvement in the condition of the labour market during the past month, there being a fair demand for carpenters and unskilled labourers. Bricklayers and other branches of the building trades were somewhat quiet. Work has already been started on the new six-stall addition to the Canadian Pacific Railway roundhouse, and is expected to be completed by June. The Canadian Northern Company commenced preliminary work on its new depot. A joint stock company was formed and an application made to the provincial government for the purpose of building a Labour Temple. The intention of the company is to build a first-class lodge hall capable of accommodating all the labour organizations and many of the fraternal societies. Work has recommenced on the new court house, the basement being completed last fall. Permits have been issued up to the amount of \$26,000 this year to date.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Seeding has commenced in a few districts but has not yet become

general as the spring is somewhat backward.

CONDITION OF PARTICULAR TRADES.

The majority of the bricklayers and masons were idle, a few being employed on the roundhouse addition; prospects were fair. Carpenters were fairly busy; several frame houses were being erected. Lathers and plasterers had a fair month, but builders' labourers were dull. Cigar-makers were dull, as were also the transport trades. Unskilled labour had a fair month.

REGINA, SASK., AND DISTRICT.

Mr. Hugh Peat, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was more active than during the preceding month. With the exception of the bricklayers and masons, all branches of the building trade reported improving conditions. Most of the local unions are busy on organization work.

The Regina Typographical Union has secured a new working agreement with the employing printers of the city which will extend over a period of three years. The agreement dates from April 1st, 1909. The present rate of wages for hand compositors, viz; \$18.00 per week of 48 hours will continue in force until April 1st, 1910; \$19.00 will be paid until April 1st, 1911, and then \$20.00 per week during the remainder of the life of the agreement. The wages of machine operators remain the same, viz., \$23.00 per week for day work and \$25.00 per week for night work. A few minor changes were affected in several clauses of the agreement submitted by the men, but on the whole the result of the negotiations is satisfactory to all concerned.

The Regina Trades and Labour Council has decided to publish a labour paper in the interests of organized labour. The paper is to be the exclusive property of the Council, and a press committee has

been appointed to handle the matter. The first issue will be published early in May.

Several teams have been busy hauling from the site for the new Duncan & Willoughby block on Scarth street, where excavation work is in progress, and it is expected that work will become general on many buildings next month.

The commission house of Tees & Persse has announced its intention of erecting a warehouse in Regina, from which point it is understood the business of the province will be handled.

CONDITION OF LOCAL INDUSTRIES

Agriculture.—The weather during the past month has not been entirely favourable for agriculture, but the farmers in many places have been seeding. One farmer four miles south-west of Fillmore is reported to have 200 acres of wheat seeded, and seeding is also in progress at Sheho and Bethune. Several farmers with machinery and farm effects have arrived at the latter place, and it is anticipated that a large amount of breaking will be done this season.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were dull; but carpenters and joiners were fairly active with conditions improving. Painters and decorators were fairly active, with labourers quiet. Electrical workers were quiet; sheet metal workers, fairly active. In the printing trade conditions were fair. Cigar makers were quiet. Barbers were fairly active.

DISTRICT NOTES.

Prince Albert.—The city council has passed estimates for \$50,000 to provide for the paving of all the business streets. The river front will be made a public park.

There will be about a million dollars spent in construction work in Prince Albert this year. That is including the bridge, high school, Masonic Temple, the Agnew Bros. Hardware Co's three stores, the R. T. Goodfellow block and other buildings for which the plans are being

prepared, but the contracts have not yet been let.

The chief topic of interest in the city just now is the development of the Coal Falls water power. It will be necessary to have the city's charter amended before the work can be proceeded with and this cannot be done until the legislature meets in the fall, but in the meantime the city will have the plans and specification prepared so that no time will be lost in beginning work. It is estimated that the interest on the debentures to be floated to cover the cost will be about \$45,000 annually. The chief aim in developing the power at Coal Falls is to attract industries and it is the hope of the citizens that the power at Coal Falls will grind the wheat of the prairies and the flour will be shipped to the English market via Port Churchill and the Hudson Bay railroad.

MOOSE JAW, SASK., AND DISTRICT.

Mr. T. Backus, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The cool weather of the past few weeks has interfered to some extent with building operations in the city, but there has nevertheless been pronounced activity for this period of the year, and with a continuation of the warm weather that has now set in the season for building will soon be in full progress. Since last report regarding the building prospects for this district the list has increased considerably, and men employed in all branches are looking forward to a busy season. Active work has already been resumed on the collegiate building, a huge stone and red-brick structure and on the new Y. M. C. A., while residences are going up by the score in all parts of the city. Not for several years have the spring prospects in all lines of business looked more bright than at the present time.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Present conditions are favourable. Although the cool weather

has retarded seeding operations to some extent, most farmers are now on the land and with a continuation of the present good weather seeding will be general in a few days. Since the change in the Dominion lands regulations whereby a homesteaders has been permitted to purchase a pre-emption adjacent to his homestead, the rush of settlers into this district has been unprecedented, especially into the country south of the city. Hundreds are now pouring into this district. Every day from forty to a hundred teams may be met on the trail leading south. The increased acreage in the Moose Jaw district this year will be in the neighbourhood of twenty-five per cent.

CONDITION OF PARTICULAR TRADES.

Conditions in all branches of the building trades are becoming active and in a week or so will be exceptionally brisk. Carpenters and joiners are already in good demand, and bricklayers, masons, plumbers, lathers, plasterers, etc., will be wanted soon in large numbers. Electrical workers are fairly busy and blacksmiths, horseshoers and sheet metal workers all report trade good. Printers are active, also bakers, confectioners, barbers, clerks, hotel and restaurant employees. Unskilled labour is in fair demand, and in a few weeks time there will be plenty of work for this class.

CALGARY, ALTA., AND DISTRICT.

Mr. George Howell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour during April was more active than during the preceding month or at the corresponding period of last year. There were still a large number of mechanics and labourers unemployed. There would have been a considerable reduction in the number of unemployed, had it not been for the large number of immigrants arriving in the city.

Building operations have been fairly active and have considerably reduced the number of idle carpenters. There are still about one-half of the bricklayers and masons idle, and the majority of stonecutters. Contracts have been let for the laying of the street car rails and the grading of the unpaved streets over which the cars will run. Aiello and Co. have been awarded the contract to build a tunnel under the Bow river from 14th Street West of Melvata Park, for the purpose of providing a water service for the suburbs north of the Bow.

The progress of work on the new city hall has been retarded by reason of the citizens voting down a proposed money by-law for \$77,000 which was considered necessary to carry the building to completion.

The C. P. R. discharged 20 machinists and their helpers and 30 casual labourers and has suspended all its carmen, the reason alleged being to reduce expenses. Building permits issued during April were valued at \$174,000.

Wholesalers and retailers reported considerable improvement in business.

Custom house clearings were for April \$55,635.42 as against \$34,521.99 for April last year.

Bank clearings for March were \$6,740,044 as against \$3,957,877 for March last year, and for April were \$6,400,258 as against \$4,272,514 for April last year.

The building trades have greatly improved over the preceding month and the corresponding period of last year. Bricklayers and masons were about one-half unemployed.

Carpenters and joiners reported a few unemployed.

Painters, lathers and plasterers were fairly well employed.

Plumbers reported a few unemployed.

Of stonecutters the majority were unemployed.

Builders' labourers were dull. Machinists reported 22 unemployed.

Electrical workers and linemen were active. In the remaining skilled trades fair conditions prevailed but there were still a number of unskilled labourers in idleness.

NELSON, B.C., AND DISTRICT.

Mr. A. B. Dockstader, correspondent,
reported as follows:—

GENERAL CONDITION OF THE LABOUR
MARKET.

The general condition of the labour market throughout the Kootenay district was quiet, there being a surplus of labour at various points. The coal miner's strike at Hosmer, B. C., and at several of the Alberta collieries, which began on April 1, has largely increased the number of unemployed, the Hosmer mine alone throwing about 400 hands out of employment. The lumbering industry was improving slowly, the Yale Columbia Company, Limited, having started up its Nelson mill towards the end of March with about 60 hands. This company's mill at Westley started earlier in the season with a larger force of men. Messrs W. Holcomb & Son from Minneapolis, U. S., have purchased an extensive timber limit between Trail and Rossland and are erecting a mill about two miles from Trail, B. C., on Trail Creek. The mill will have a capacity of about 60,000 feet per day. The firm employs about 40 men at present but when the mill is fully completed employment will be given to 100 hands in the mill and in the woods. This firm reported large orders ahead for elevator construction in the prairie provinces. The Second Relief mine near Erie, B. C., has been bonded, the reported price being \$140,000. The several free gold mines, on Sheep Creek are producing satisfactorily and at the Queen mine, which was sold by W. Waldie in May, 1908, considerable improvements have been made; a new flume has been built, the mill capacity doubled, now having 20 stamps, and it is reported that over \$100,000 has been produced by the mine since the present owners took it over in May last. This mine is now producing a \$50,000 gold brick approximately every 14 days. The Lucky Jim mine of Slocan district, noted for its zinc product, was recently reported to have struck a body of silver-lead ore of good grade. The Canadian Consolidated M. & M.

Company was reported to have cleared a net profit of \$70,000 for the month of March and its mining properties never promised better than at present. The Yankee Girl mine at Ymir, B. C., is developing into a valuable mine; the value of ore in sight at from \$20 to \$60 per ton is approximately \$1,000,000.

NEW WESTMINSTER, B.C., AND
DISTRICT.

Mr. D. J. Stewart, correspondent,
reported as follows:—

GENERAL CONDITION OF THE LABOUR
MARKET.

Conditions continue to improve in the labour market in this District, and at the present time there are few idle men. Compared with the corresponding month of last year it can be said that conditions are much better. Two new business blocks are being built; a contract has been let for the construction of a hall to cost \$15,000; and it is proposed to build an addition to one of the local hospitals at a cost of approximately \$100,000. A large number of new residences are under way, and the outlook in the building trades is very bright. The city council has leased a strip of the water front to a local company for the purpose of building an elevator to be used in the shipment of Alberta grain through this port. Work is being pushed ahead on the steel bridge over the North Arm of the Fraser River at this point. The grading on the electric road connecting this city with Steveston and other points is completed, and the wiring will be begun at once. The new Fruhling dredge is doing good work in the ship channel. A couple of vessels left this port with cargoes of lumber for foreign ports, one carrying 2,000,000 feet b.m. Others are being loaded.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers report conditions active. The season has opened with bright prospects, especially in fruit. Good prices are obtainable for all com-

modities, potatoes bringing from \$35.00 to \$40.00 per ton for a good article.

Fishing.—Conditions are better than last month, red spring salmon running better than during the past two years at this season. The run of steelheads is about over, with white spring salmon scarce and in small demand. The fishermen have been notified by the dealers that the price of red spring salmon will be reduced from 8c. per lb. to 6c. per lb., white spring salmon from 6c. to 3c. per lb., and steelheads from 5c. to 4c. per lb.

The halibut industry is one of the most important on this coast, and provides employment for a considerable number of men, giving also a good return to those who have invested in the business. The market for this fish is found chiefly in the Eastern States. During the month one vessel reached port with a cargo of 160,000 pounds.

Prof. Prince, Fisheries Commissioner for Canada, met a deputation of fishermen and cannerymen in this city during the month. Suggestions were made in regard to a change in the close season and a bounty on seals, which are responsible for the destruction of a large number of salmon every year.

Lumbering.—Conditions are improving, the demand from the Prairie provinces is increasing. The mill owners expect a good season.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers and plasterers were quiet, with painters active. Plumbers were quiet, also steamfitters, builders' labourers, iron moulders, machinists, engineers, blacksmiths, and boilermakers. Carriage and wagon builders were quiet, with car builders (electric) busy, and shingle weavers dull. Printers, pressmen, bookbinders, tailors, and boot and shoe workers were active. Bakers and butchers were active with cigar makers quiet. Clerks, stenographers, and laundry workers were quiet. Steamboat men, and street railway employees were active, but unskilled labour was quiet.

VANCOUVER, B.C., AND DISTRICT.

Mr. George Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The congestion of the labour market was considerably relieved during the month, owing to a large number of unemployed leaving for northern points in the province, especially for Prince Rupert, with the object in engaging in railroad construction work. Building operations have commenced, and a busy season is expected. The fact that a new daily newspaper will be started and some 34 job printing offices are doing business, is evidence of the activity of the printing business; an additional weekly will be published at North Vancouver.

The cost of living seems still to be rising. All lines of hams and bacon increased in price, while the price of butter and eggs remained steady. California strawberries sold at 15c. per box; horse feed advanced \$2.00 per ton.

General business was very satisfactory. Wholesale merchants reported the volume of trade this spring higher than it has been before.

The British Columbia Electric Railway Company announced that 13 miles of extension to its tram system would be constructed in the east end of the city this season; a contract for the building of one of these sections has been let; it will cost about \$70,000. Repairs amounting to \$3,500 will be made on Cambie street.

Real estate business was steady during the two past weeks. Building went on actively, many residences springing up. At no time in recent years have the building trades been so active at this season of the year, and generally speaking the outlook for the trades is bright for a busy season. The iron trades are fluctuating considerably; during the forepart of the month a considerable number of men were unemployed, but towards the end conditions somewhat improved as more new work was commenced.

Shipping tonnage greatly increased during the month, owing in a measure to the opening up of the northern rivers.

CONDITION OF PARTICULAR TRADES.

The building trades were much better employed than usual; nevertheless there are still a number out of work. Bricklayers reported trade still dull, but carpenters and joiners that there was an increasing activity, and lathers and plasterers reported prospects good. Painters and decorators state trade was good. Plumbers were very active, but a large number of stonecutters were unemployed, though with fair prospects for the future. Builders' labourers reported about one-third of their craft still unemployed and prospects uncertain, owing to the expected exodus of men from Seattle to British Columbia when the Alaska-Yukon-Pacific Exposition buildings at Seattle are completed.

Most of those employed in the metal, engineering and shipbuilding trades were active, with comparatively few unemployed. Iron moulders, workers and helpers, and coremakers stated that condition had greatly improved and that prospects were brighter, but that there was still a number out of employment. Electrical workers had fair employment, and blacksmiths and horse-shoers very brisk. Boilermakers had fair employment, while conditions were somewhat dull with jewellers.

Woodworkers generally had steady employment. Upholsterers were fairly well employed, while varinshers and polishers stated that trade was very dull. Carriage and wagon makers, car builders and repairers (electric) were active, pattern-makers busy, and shingle weavers quiet.

Printers were active, especially newspaper employees. Pressmen had good employment, bookbinders fair, and photo-engravers were very active.

Journeyman tailors and garment workers found employment somewhat dull, owing to orinetal competition. Boot and shoe workers had fair employment with good prospects; only heavy coarse boots and shoes, suitable for loggers, prospectors, etc., are manufactured.

Bakers and confectioners were well employed, and butchers and meat cutters were very busy. Brewery workers were well employed, cigar makers quiet with prospects not very encouraging.

Leather workers with the exception of harness makers had an active month. Barbers were somewhat quiet, while broom-makers were fairly well employed. Clerks and stenographers were probably better employed than during last month, still there were a number unemployed. Delivery employees were active, also hotel and restaurant employees, excepting bartenders, a number of whom were unemployed. Laundry workers were active.

Railroad employees, expressmen and teamsters generally were well employed. Street railway employees were fully employed, owing to the construction of large extensions having been commenced. A large number of unskilled labourers were unemployed.

DISTRICT NOTES.

Squamish Valley.—The contract for clearing the road for the Howe Sound, Pemberton and Northern Railway was let for \$275,000 to Messrs. Brassey and McLennan. The terminals will be located about two miles from the mouth of the Squamish river, or twenty-five miles north of Vancouver; eighty men have started work.

Burnaby.—A forty-year franchise was given the British Columbia Electric Railway Company, and the company will start the construction of tram-lines immediately.

Prince Rupert.—About three hundred men for contractors Messrs. Foley, Welsh and Stewart, Grand Trunk Pacific Railway, have arrived from the south.

Bella Coola Valley.—Forty Norwegian families from Idaho will settle in this district, near the Grand Trunk Pacific.

VICTORIA, B.C., AND DISTRICT.

Mr. W. E. Ditchburn, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market were somewhat improved over last month,

owing to the fine weather. The outlook is extremely bright for the balance of the year. This applies more particularly to those employed in the building trades; not only is a large amount of building going on at the present, but never in the history of this city has so much construction of business premises been undertaken in one season. At least seven new business blocks will be constructed during the present year. These, coupled with the large number of residences going up, should keep all the building trades in constant employment for many months to come.

A new industry for the manufacture of brick and tile has been started at Sydney, 18 miles from Victoria. The Sydney Island Brick and Tile Company is the name of the concern, and it will have a capacity for turning out 40,000 common bricks per day. The plant cost approximately, \$30,000.

During the latter part of March fire totally destroyed the Pemberton block of two stories, the upper part of which was occupied by the Pacific Club. This building will be reconstructed on a much improved plan and will cost in the neighbourhood of \$170,000.

Building permits issued during the month of March amounted to \$121,640, being slightly in excess of those for February, and \$12,000 over those for March of last year. The figures for the three months of the present year compared with the same period of 1908 are as follows:—

	1909	1908
January.....	\$ 78,080	\$ 54,725
February.....	121,620	73,315
March.....	121,640	110,800

Bank changes for the month of March totalled \$4,940,269. This is over half a million dollars over the same month of last year and is \$60,000 larger than for the month of February of the present year.

The total collections of the local customs house during the financial year just ended amounted to \$1,302,931.45, of this amount \$1,029,296.00 was collected in duties on imports. Chinese paid, mostly for head tax, \$272,943. About 540 paid the head tax during the year.

Owing to an advance in the price of flour of 40 cents per barrel, it is announced that the price of bread will be upward. At present the price is sixteen loaves for one dollar. The following are current market prices of food-stuffs:

Royal household flour a bag.....	\$1.90
Lake of the Woods flour, a bag....	1.90
Bran, per 100 lbs.....	1.50
Shorts, per 100 lbs.....	1.60
Feed wheat, per 100 lbs.....	2.00
Oats, per 100 lbs.....	1.65
Barley, per 100 lbs.....	1.60
Whole corn, per 100 lbs.....	1.80
Hay, Fraser River, per ton.....	16.00
Hay, Prairie, per ton.....	16.00
Hay, Alfalfa, per ton.....	22.00

The City Council intends establishing the following scale of wages for city officials:

City treasurer and collector, per month,	\$150.
City clerk, per month,	\$140.
City engineer, per month,	\$200.
Water commissioner, per month,	\$140.
City assessor, per month,	\$140.
City electrician, per month,	\$140.
Chief of the fire brigade, per month,	\$125.
Medical health officer, per month,	\$90.
Manager of home for aged and infirm,	\$52.50.
The minimum salary of assistants to heads of departments will be fixed as follows:	
Assistant treasurer and collector, per month,	\$95.
Assistant city clerk, per month,	\$85.
Assistant assessor, per month,	\$85.
Assistant city engineer and surveyor, per month,	\$95.
Assistant engineer, fire department, per month,	\$85.

There were no strikes or lockouts, during the past month in this city.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Among the farmers of the surrounding districts there is marked activity at present. Everyone is busy seeding, and while it is early yet to predict results, all are looking forward to a successful season. The weather is favourable and there is a larger amount of land in actual production than at any time in the history of the Island.

Sealing.—Only two of three independent sealing schooners will go to Behring Sea this year. Owing to the conditions prevailing for British sealers the Victoria Sealing Company will not send out any vessels during the present season. The Japanese have almost succeeded in

monopolizing the industry in the North-ern waters.

Lumbering.—All the lumber mills on Vancouver Island find it necessary to operate plants to full capacity to keep up with orders.

Oyster culture.—The West Coast Fishing Company is restocking its oyster beds at Esquimalt harbour with about 8,000,000 oysters from eastern waters.

Ship building.—All available wooden shipbuilders are finding steady employment at the present time on the new river steamers being constructed here. In the iron shipbuilding industry only repair work has been going on for some time, but this has kept a large staff of men employed both at the shops of the Victoria Machinery Depot and the B.C. Marine Railway Co.

CONDITION OF PARTICULAR TRADES.

Building.—All branches report all the employment they can attend to at present, and the outlook is very promising for some months to come.

Metal, engineering, and ship building.—Iron moulders found trade in a normal condition. Machinists and engineers were working steadily, and electrical workers and linemen also found constant employment. Boilermakers and iron ship builders were employed on repair work; but ship builders, shipwrights and caulkers were extremely busy. Horse-shoers and blacksmiths were also well employed. Tool sharpeners were kept busy owing to the large amount of rock blasting going on.

Woodworking and furnishing.—Conditions were normal, no particular activity being observed, except among pattern makers, who were kept fairly busy.

Printing.—A new evening paper, "The Evening Post" made its appearance on the first of the month, and is published by the Colonist Printing Company. The starting of this paper has made conditions brisk for newspaper printers, and there is not a machine or ad. man idle in the city. Bookbinders find work normal.

Clothing.—Journeymen tailors and garment workers have been kept busy on spring work.

Unskilled labour.—A large amount of unskilled labour is now employed on civic works and in connection with building.

NANAIMO, B.C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market has shown a marked improvement during the month and although a good many men are without employment work is opening up all over. Business men, wholesale and retail, report trade as improving over the last few months. There have been no changes in rates of wages or hours of labour during the month.

The new steam laundry lately built in this city is now in active operation.

The city water works department is starting work on the extension, about fifty men beginning at once. The force will be increased as the ground is opened up, as they want it to be in operation before the dry weather sets in.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to favourable weather, farmers are well ahead with their spring work.

Fishing.—There is no activity among the fishermen in this district.

Lumbering.—There has been a general improvement in the lumber trade, some of the companys building extensions to their logging railroads and opening up their logging camp. The sawmills are running steadily though not to full capacity.

Mining.—The coal mines in this city are working better this month than last month; the other collieries are working steadily. Development work is being pushed at two of the new coal mines, one of them having nearly completed its line to salt water so that it can ship direct from its own wharves.

Railroad construction.—Work is being pushed on the extension to the local railway and part of it is expected to be running this summer. The clearing of land for fruit and agricultural purposes by the C.P.R. is progressing; some of the land is already on the market on fair terms to settlers.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons reported

work active. Carpenters were busy, there being more new buildings in the course of erection in this city than for a number of years, as well as many additions to other buildings. Painters and paper hangers were active. Plumbers also were active. Blacksmiths and carriage makers reported work plentiful. Teamsters and expressmen were active. Unskilled labourers have had more work this month than last, with prospects of improvement.

BUILDING OPERATIONS IN CANADA DURING 1908.

A detailed statistical return is presented herewith relating to building operations in the leading industrial centres throughout Canada during the calendar year 1908. The return is similar in general scope and form to those previously issued by the Department with reference to building operations in the years 1905, 1906 and 1907.

The article is intended to afford an index to the nature and extent of building activity during the period mentioned, and to throw light thereby, not only on the amount of employment rendered available to workingmen in the building trades and in the manufacture of building material, but on the general character of industrial development in Canada during the period covered.

The statistics were collected by the Department during the months of January, February and March, information being sought of the number of permits issued in municipalities having a population of 5,000 and upwards and of the declared valuation of the buildings erected therein, the returns being further classified according as the work was in connection with new buildings or repairs. In municipalities in which no system of issuing permits is in use returns based on estimates prepared by local architects, building contractors, assessment commissioners or others in a position to furnish reliable information were secured.

The statistical information collected in this way is presented in full in the accompanying tabular statement, details being added where such were available for the

preceding year. A description in detail is given below with reference to the more important features characterizing the operations of the year in the several municipalities.

The General Result.

It will be seen that detailed information was obtained by the Department with reference to building operations during 1908 in seventy-three localities in the Dominion, compared with fifty-one in 1907, an estimate of the total value of the buildings being obtained in each case. The return is complete for all localities of a population of 8,000 or over, but replies were not received from certain of the smaller municipalities.

The total value of buildings erected in the above localities was \$51,223,398. Of this the city of Toronto, Ont., contributed \$11,795,436, being as in 1907 and 1906 the locality in which building was most active during the year. The city of Vancouver, B. C., with \$5,950,893 stood second; the city of Winnipeg, Man., with \$5,513,700 stood third; and the city of Montreal Que., with \$5,062,326 stood fourth. In the previous year Montreal stood second, Winnipeg third and Vancouver fourth with totals considerably higher except in the case of Vancouver. The remaining cities in which the value of building during 1908 exceeded \$500,000 were as follows:—Edmonton, Alta., \$2,549,847; Ottawa, Ont., \$1,794,075; Fort William, Ont., \$1,560,835; Hamilton, Ont., \$1,331,182; Victoria, B. C.,

TABLE SHOWING EXTENT OF BUILDING OPERATIONS IN CANADIAN CITIES, 1908.

	New Buildings.		Alterations and Repairs.		Totals.			
	No.*	Value.	No.*	Value.	Number.*		Value.	
					1907.	1908.	1907.	1908.
<i>Nova Scotia—</i>								
Sydney.....	34	56,015	4	\$ 9,600	47	38	\$ 87,175	\$ 68,615
Sydney Mines.....		60,000					150,000	60,000
Glace Bay.....	36	44,835						44,835
Westville.....		20,000						20,000
New Glasgow.....		40,000						40,000
Stellarton.....		110,000						110,000
Halifax.....	174	611,855	465	246,016	497	639	626,000	857,271
Amherst.....	39	225,000			39	49	500,000	225,000
Springhill.....							30,000	
<i>Prince Edward Island—</i>								
Charlottetown.....	12	76,000*		4,000	13	12	100,000*	80,000*
<i>New Brunswick—</i>								
Moncton and suburbs.....	113	230,200	16	6,000	114	129	185,800	236,200
St. John.....	101	270,150			104	101	459,575	270,150
Newcastle.....		293,525		72,000				365,000
<i>Quebec—</i>								
Quebec.....	87	525,250	85	20,998	175	172	529,820	546,248
Limoilou.....	30	60,000				30		60,000
Montcalmville.....	8	50,000				8		50,000
Three Rivers.....	105	552,600	31	29,300	68	105	475,400	581,900
Sherbrooke.....		345,000*					520,100*	345,000
St. Hyacinthe.....	10	41,600		84,400	42	10	49,000	126,000
Montreal.....	1,268	4,317,753	528	744,573	1,472	1,796	8,406,136	5,062,326
Lachine.....		211,740						211,740
Valleyfield.....		45,000						45,000
Hull.....		150,000					200,000	150,000
Aylmer.....		35,000						35,000
<i>Ontario—</i>								
Ottawa.....	507	1,794,075			355	507	2,364,950	1,794,075
Smith's Falls.....	36	82,750	9	5,500		45		88,250
Brockville.....	32	111,650		10,000		32		121,650
Kingston.....	397	170,600				397	149,000	170,600
Belleville.....		178,000*					265,000	178,000
Peterborough.....	249	238,963			304	249	782,021	238,963
Lindsay.....	17	33,500	3	3,200				36,700
Toronto.....	5,276	11,795,436			5,051	5,126	14,325,800	11,795,436
Niagara Falls.....		690,000					460,000	690,000
Welland.....	150	525,000				150	403,000	525,000
Dunnville.....	43	52,000				43		52,000
St. Catharines.....	60	322,000	100	81,705	74	160	221,120	403,705
St. Catharines (District).....	27	107,000	48	65,000	22	75	108,000	172,000
Hamilton.....	623	1,331,182			956	623	3,030,240	1,331,182
Brantford.....	271	263,485	53	44,670	391	324	510,020	308,155
Guelph.....		331,770					502,750	331,770
Berlin.....	93	250,000		15,000	275	93	770,000	265,000
Waterloo.....	20	41,850		17,000			213,000	58,850
Galt.....	94	148,500		9,000		94		157,500
Preston.....	31	56,000		15,000				71,000
Elmira.....		31,000						31,000
Woodstock.....		100,100		2,350				102,450
Stratford.....	77	136,515	136	27,092	241	213	667,038	163,607
London.....	233	866,330			250	233	875,000	866,330
St. Thomas.....	115	200,595	24	18,705	250	139	109,410	219,300
Chatham.....		44,105		13,800			134,035.50	57,905
Tilbury.....	5	12,000				5		12,000
Wallaceburg and Dresden.....		60,000						60,000

TABLE SHOWING EXTENT OF BUILDING OPERATIONS IN CANADIAN CITIES, 1908.

	New Buildings.		Alterations and Repairs.		Totals.			
	No*	Value.	No.*	Value.	Number.*		Value.	
					1907.	1908.	1907.	1908.
Windsor.....	121	350,000	.....	.....	89	121	171,240	350,000
Sandwich.....	.....	75,000	.....	.....	.....	.....	.....	75,000
Walkerville.....	.....	100,000	.....	.....	.....	.....	.....	100,000
Sault Ste. Marie.....	8	51,500	5	17,700	.....	13	113,000	69,200
Fort William.....	380	1,560,835	.....	.....	.....	380	.....	1,560,835
Port Arthur.....	101	293,000	.....	.....	.....	101	.....	293,000
<i>Manitoba—</i>								
Winnipeg.....	1,769	5,513,700	.....	.....	2,277	1,769	6,455,350	5,513,700
Brandon.....	107	286,849	12	6,200	232	119	557,180	293,049
<i>Saskatchewan—</i>								
Regina.....	253	501,043	.....	15,613	418	253	1,177,840	516,656
Moose Jaw.....	59	500,000	.....	.....	.....	59	.....	500,000
<i>Alberta—</i>								
Edmonton.....	689	2,549,847	.....	.....	910	689	2,275,218	2,549,847
Calgary.....	423	1,004,520	.....	.....	.....	517	2,109,249	1,004,520
Hardisty.....	.....	16,000	.....	.....	.....	.....	.....	16,000
Fort Saskatchewan.....	14	18,100*	.....	.....	.....	14	.....	18,100*
Red Deer.....	40	40,000	.....	.....	68	40	96,945	40,000
Comrose.....	13	34,000	.....	.....	.....	13	.....	34,000
Lethbridge.....	116	368,695	2	450	103	18	353,900	369,145
<i>British Columbia—</i>								
Nelson.....	35	415,000	.....	25,000	11	35	96,178	440,000
Rossland.....	.....	23,000	.....	13,000	.....	.....	20,000	36,000
New Westminster.....	200	465,000	.....	35,000	300	200	520,000	600,000
Vancouver.....	1,697	5,950,893	.....	.....	1,770	1,697	5,596,594	5,950,893
Victoria.....	570	1,130,740	.....	100,000	.....	570	1,500,000	1,230,740

* In cities in which a system of issuing building permits exists, the returns under this heading relate to the number of permits issued; else the reference is to the estimated number of buildings erected or altered.

\$1,230,740; Calgary, Alta., \$1,004,520; London, Ont., \$866,330; Halifax, N. S., \$857,271; New Westminster, B. C., \$600,000; Three Rivers, Que., \$581,900; Quebec, Que., \$546,248; Welland, \$525,000; Regina, Sask., \$516,656 and Moose Jaw, \$500,000.

Comparative returns relating to the value of buildings in 1908 and 1907 were obtained in the case of 44 cities. It will be seen from the table that these included all the larger centres. In these cities the total value of buildings erected in 1907 was \$56,305,792 and in 1908, \$49,452,238. There was a decrease of building in these cities in 1908 as compared with 1907, accordingly, of \$5,853,554. The year 1907, it will be recalled, showed a decrease compared with 1906 in the

principal cities of the Dominion of \$2,309,381.50.

The localities from which returns were received to the effect that the year was less active than 1907, were Sydney, Sydney Mines, and Amherst, N. S.; Charlottetown, P. E. I.; St. John, N. B.; Sherbrooke, Montreal and Hull, Que; Ottawa, Belleville, Peterborough, Toronto, Hamilton, Brantford, Berlin, Waterloo, Stratford, London, Chatham and Sault Ste. Marie, Ont; Winnipeg and Brandon, Man; Regina, Sask; Calgary and Red Deer, Alta; Nelson and Victoria, B. C. The following cities showed decreases of \$500,000 and over in the amount of building operations during 1908:

City.	Amount of Decrease.
Montreal.....	\$3,343,810
Toronto.....	2,530,364
Hamilton.....	1,699,058
Calgary.....	1,104,729
Winnipeg.....	941,650
Regina.....	661,184
Ottawa.....	570,875
Berlin.....	505,000
Stratford.....	503,431

There were increases in the amount of building during the year at Halifax, N. S.; Moncton, N. B.; Quebec, Que.; Three Rivers and St. Hyacinthe, Que.; Kingston, Welland, St. Catharines city and district, St. Thomas and Windsor, Ont.; Edmonton and Lethbridge, Alta; Nelson, Fernie, Rossland, New Westminster and Vancouver, B.C. The largest gain shown was at Vancouver, viz., \$354,299.

Nature and Extent of Building by Localities.

The following is a brief statement showing the general nature and extent of building operations in 1908 in the more important centres of population throughout Canada:—

Nova Scotia.

Sydney.—Thirty-four permits were issued for new buildings to the value of \$56,015 and 4 permits for repairs to the value of \$9,600, making a total of \$68,615, compared with a total of \$87,175 in 1907, and of \$118,000 in 1906 and in 1905. The buildings erected in 1908 were for the most part dwellings. Repairs to the Sydney hotel to the value of \$8,500 were carried out.

Sydney Mines.—Buildings to the approximate value of \$60,000 were erected during 1908. The estimated value of new buildings in 1907 was \$150,000. A public hall costing about \$12,000 was the most important single building of the past year. No system of issuing permits is in practice.

Glace Bay.—Thirty-six permits representing buildings valued at \$44,835 were issued, all for new buildings. Of these 25 were dwellings, valued at \$27,835 and 11 were stores, valued at \$17,000. A few small buildings erected in the out-

skirts of the town are not included in these estimates.

Westville.—New buildings undertaken in 1908 were valued at approximately \$20,000. This does not include a new post-office.

New Glasgow.—About \$40,000 were spent on buildings in 1908.

Stellarton.—The amount expended on buildings in 1908 is estimated at \$110,000.

Halifax.—One hundred and seventy-four permits for new buildings valued at \$611,855 and 465 permits for repairs valued at \$246,016 were issued. The chief new buildings were the technical college and All Saints' Cathedral. The chief alterations were in connection with the Queen's hotel and the post office. A number of large residences were erected, and 2 schools. The year, with its total of \$857,871 was the most active building year recorded in Halifax, the total for 1907 having been \$626,000 and for 1906, \$688,000.

Amherst.—A canvass of the season's operations shows that 39 dwelling houses were erected and a large amount of repair work carried out. The new Intercolonial Railway station was completed at a cost of \$40,000. The total value of buildings erected during the year is estimated at over \$225,000 being about one half the aggregate value reported in 1907.

Prince Edward Island.

Charlottetown.—A list of the principal buildings erected in 1908 is as follows:—

Buildings.	Value.
9 houses.....	\$18,500
1 poor house.....	30,000
1 bank building.....	25,000
1 printing establishment.....	1,200

Repairs to the value of \$4,000 were carried out. This list does not include public buildings of the Federal Government completed during the year, including freight sheds, installation of heating apparatus in the new car shops of the Prince Edward Island Railway and car shops. The demand for houses was light and the season on the whole quiet. In

1907, the total vaule of buildings was \$100,000. For the year 1908, it may be placed at about \$80,000.

New Brunswick.

Moncton.—Seventy-seven permits for new buildings representing a value of \$190,000 and 16 for repairs representing a value of \$6,000 were issued. The total for 1907 was \$157,800 and for 1906, \$118,600. The following buildings were erected in the suburbs:

Locality.	No. of Bldgs.	Value.
Georgetown.....	6	\$7,200
Sunny Bræ.....	8	8,000
Lewisville.....	4	7,000
Legeres Corner.....	6	6,000
Fairview.....	12	12,000
Moncton (above mentioned)....	77	196,000
Grand total.....	113	\$236,200

St. John.—The number and value of buildings erected in 1908 were as follows:

Number.	Nature of Buildings. Wooden.	Value.
58	Dwellings.....	\$101,850
5	Factories.....	8,700
2	Churches.....	2,000
8	Stores and dwellings.....	12,250
5	Warehouses.....	28,000
2	Stores.....	2,400
6	Carriage houses.....	4,200
1	Foundry.....	600
87		\$159,900
Brick.		
4.	Banks.....	34,500
4	Dwellings.....	4,350
2	Halls.....	17,000
2	Stores and halls.....	9,400
1	Warehouse.....	5,000
1	School.....	4,000
14		\$110,250
101	Grand total.....	\$270,150

The record for 1908 falls below that of 1907, when 104 permits were issued representing a value of \$459,575.

Newcastle.—An estimate of building done in 1908 throughout this district is as follows:—From Doaktown to Derby about \$5,675 were spent on new buildings and \$2,250 on repairs; in addition a fact-

ory valued at \$10,500 was erected. From Derby to Newcastle the value of new buildings was \$17,350 and of repairs \$2,200; to these must be added a sawmill valued at \$15,000 and a pulp and paper factory valued at \$150,000. From Newcastle to Chatham about \$60,000 were expended on new buildings, and about \$20,000 on repairs. At Loggieville, \$10,000 were spent on new buildings and \$3,000 on repairs. At New castle, \$25,000 were spent on new buildings and \$5,000 on repairs, to the latter of which must be added \$40,000 representing the value of repairs to the roundhouse. Altogether the total expenditure on new buildings for the district amounted to \$293,525 and on repairs to \$72,700.

Quebec.

Quebec.—Eighty-seven permits for new buildings valeud at \$525,250 and 85 for repairs valued at \$20,998 were issued, making a total of \$546,248. The total in 1907 was \$529,820.

In the town of Limoilou adjoining the city of Quebec, 30 new houses averaging each \$2,000 in value were erected in 1908.

In Montcalmville, 8 buildings aggregating over \$50,000 in value were erected.

The outlook for the coming year is not regarded as bright.

Three Rivers.—One hundred and five new buildings valued at \$552,600 were erected and repairs to 31 buildings totaling \$29,300 in value carried out in 1908. In addition the Wabasco Cotton Company completed its factory, which is valued at \$750,000.

Sherbrooke. — Building operations in Sherbrooke were about the same in extent as in 1907. The real estate valuation on which taxes are levied shows an increase of \$200,000 over that of 1907. In addition a new drill shed costing about \$100,000 was erected and about \$50,000 expended on the completion of a new hospital. By wards the returns are as follows:—

South ward.—Factories and machine shops, \$65,000 (these include the Fairbanks' shops and paper making shops); drill shed, \$100,000, and new dwellings and improvements, \$55,000. East ward.—\$50,000 to complete new hospital, and \$20,000 for new dwelling houses

and improvements to others. *Centre ward*.—\$3,000 for addition to bobbin factory and \$2,000 for a warehouse. *North ward*.—About \$50,000 were spent on new dwelling houses and improvements.

The above make a total of \$345,000 which was expended in building operations during the year. In addition, the city expended about \$150,000 on improving the water works system. The outlook for 1909 is about as good as that of last year. Plans have already been prepared for three business buildings on Wellington street, which will total at least \$100,000. A large number of building lots have been sold on Bellevue Park, a large tract of land in the South ward recently acquired by a syndicate, and building operations will be active in that section next summer. There will also be a number of private residences erected in the other wards of the city. The Canadian Pacific Railway Company has plans prepared, it is said, for a new station and roundhouse, and should work be proceeded with it will mean a large expenditure. The city will also spend between \$30,000 and \$40,000 to finish the water works. Reports received from the neighbouring towns go to show that building operations were above the average last year, and the prospects for 1909 are also very good.

St. Hyacinthe.—Ten new buildings valued at \$41,600 were completed and repairs to the value of \$84,400 carried out. Of the total spent on repairs \$70,000 was made up by the rebuilding of the drain pipe factory which was partially destroyed by fire in January, 1908.

Montreal.—The total number of permits issued for new buildings was 1,283 and for repairs 528, the value of the former being estimated at \$4,317,753 and of the latter at \$744,573 a total of \$5,062,326. In the previous year the total was \$8,406,136.*

Lachine.—The value of new buildings erected in 1908 was estimated at \$211,740. In December a permit for a \$70,000 addition to the Roman Catholic church was issued.

Valleyfield.—Building was very quiet

during the year, though since November factory buildings have been undertaken to the value of \$45,000.

Hull.—It is estimated by the civic authorities that the value of buildings completed in 1908 amounted to at least \$150,000.

In the town of *Aylmer* \$35,000 were expended on new buildings.

Ontario.

Ottawa.—The number of building permits issued in Ottawa during 1908 was 507. This is an increase of 152 over the previous year. The value of the buildings for which permits were issued in 1908 was \$1,794,075. In 1907 the value of the buildings was \$2,364,950, though the number of permits was fewer. This circumstance is due to the fact that the permits of the past year were chiefly for dwellings; the cheapest class, ranging in value from \$1,000 to \$1,500 were fewest in number; the next class ranged from \$5,000 to \$7,000 and there was a third class worth from \$10,000 upward. The value of brick veneer buildings authorized by permits was \$912,900; solid brick, \$581,350; of concrete structures, \$159,950; of wood or frame, \$126,255, and of ironclads, \$13,850. While the value of permits was lower than the year before it was an active season with the trades, as the most of the large structures started in 1907 were in course of erection during the summer. The corporation of Ottawa does not keep a record of the permits by months, but it is observed that the majority are issued in the spring and summer months. The preponderance of brick or brick veneered houses is due to the operation of the civic fire by-laws, which forbid the erection of wooden houses within certain areas. Dalhousie ward, where the population is made up largely of labourers, was the scene of the most building in the form of tenements worth from \$1,000 to \$1,500 each.

Smith's Falls.—Thirty-six new buildings valued at \$82,750 were erected, and 9 extensive repair jobs valued at \$5,500 carried out. The Canadian Pacific Railway Company made alterations valued at \$20,000. Improvements to the High

* For further returns re building in Montreal during 1908 see the eleventh annual report of the Montreal Builders' Exchange reviewed in the February, 1909, issue of the *Labour Gazette* at page 869.

school accounted for \$3,500 additional, making a total of \$111,750 for the year.

Brockville.—A statement furnished by the assessors indicated that 23 new dwellings were erected aggregating \$38,650 in value and 7 factories aggregating \$53,000. In addition a school valued at \$16,000 and an asylum hospital valued at \$4,000 were constructed. Repairs amounted to about \$10,000, making a total of \$121,650. The outlook for the present year is that operations will be somewhat less extensive, though the number of dwellings is increasing.

Kingston.—Information furnished by the city engineer's department showed that the total number of permits issued for new buildings and repairs during 1908 was 397, the value of the buildings being estimated at \$170,600. Extensions to the Canadian Locomotive works, not included in the above, are estimated to cost \$100,000. The outlook for the present year is favourable.

Belleville.—The following estimate of buildings during 1908 is based on statements furnished by the leading contractors:—

Nature of Buildings.	Value.
New separate school.....	\$ 65,000
On drill shed.....	75,000
Isolation hospital.....	13,000
New residences (about).....	15,000
Improvements, etc.....	10,000
Total value (approximately).....	\$ 178,000

In 1907 the total was \$265,000, compared with \$600,000 in the preceding year.

Peterborough.—The number of permits issued was 249, representing a value of \$238,963. Some large contracts begun in 1907 were completed during the year. In 1907 the value of new buildings erected was \$323,190.

Lindsay.—Seventeen new buildings valued at \$33,500 and 3 repair jobs valued at \$3,200 constituted the record for the year.

Toronto.—The following is a copy of the official classified list of buildings erected in Toronto during 1908:

Permits.	Buildings.	Value.
2,054	Brick dwellings.....	\$6,312,975
334	" alt. and add.....	237,985
312	Roughcast dwellings.....	238,345
517	" alt. and add.....	133,812
411	" Brick fronts.....	570,235
37	Brick veneer dwellings.....	62,450
116	Frame dwellings.....	80,550
376	Verandahs.....	52,982
295	Stores and offices.....	1,453,635
247	" alt. and add.....	264,578
32	Workshops.....	32,865
3	Clubs.....	21,850
69	Garages.....	32,130
22	Warehouses.....	428,300
11	" alt. and add.....	46,150
12	Storehouses.....	26,400
10	Churches.....	172,300
15	" alt. and add.....	53,650
112	Sheds.....	62,180
1	Observatory.....	91,800
166	Stables.....	87,192
12	" alt. and add.....	4,508
22	Factories.....	234,000
42	" alt. and add.....	144,390
5	Greenhouses.....	865
2	Banks.....	60,000
11	" alt. and add.....	21,550
1	Post office.....	20,000
3	Libraries.....	34,500
2	Hotels.....alt. and add.....	1,300
4	Foundries.....	29,200
9	Schools.....alt. and add.....	149,469
2	Colleges.....	400,000
1	Theatre.....	60,000
1	" alt. and add.....	3,000
1	Magazine.....	3,500
1	Deaconess' Home.....	125,000
1	Pumping station,alt. and add.....	11,100
3	Fire Halls.....alt. and add.....	4,690
1	Public bath house.....	44,000
5,276	Total.....	11,795,436

It will be seen that the total number of permits was 5,276 and that the total valuation of new buildings was \$11,795,436. In 1907 the total number of permits was somewhat less, namely 5,051, but the total valuation was considerably higher, namely \$14,325,800.

Niagara Falls.—Carefully compiled though unofficial statistics show a larger expenditure in building operations in this city during 1908 than in 1907. The principal undertakings were the extension of the Ontario Power Company's power house, valued at \$275,000; the American Cyanide Company's factory valued at \$175,000; schools to the value of \$30,000 and the Spirella Corset Company's factory valued at \$20,000; stores erected cost probably \$60,000; dwellings, \$120,000, and repair work, \$10,000, making a total of \$690,000, an increase of \$230,000 over

the estimate for 1907. The power house and factories are entirely of concrete construction. The class of buildings erected was excellent. The outlook for 1909 is very good.

Welland.—An estimate made by the town clerk shows that 150 buildings were erected in 1908 at an average cost of \$3,500 each, a total expenditure of \$525,000. The total expenditure for building in the previous year was \$403,000, and in 1906, \$450,000.

Dunnville.—During the year 1908, there were 43 new buildings erected in Dunnville, the value of them totalling about \$52,000. This is about the second largest record for one year, 1905 being Dunnville's most active building year, when 69 houses were erected, valued at \$65,000.

St. Catharines.—Sixty permits for new buildings and 100 for repairs were issued, the former aggregating \$322,000 in value, and the latter \$81,705. In the surrounding district, including the towns of Thorold, Merriton, Port Dalhousie, Beamsville and Jordan, it is estimated that about 27 new buildings valued at \$107,000 and 48 repairs valued at \$65,000 were completed. In 1907 the total value of building in St. Catharines was \$221,120.

Hamilton.—The report of the Building Inspector of Hamilton for the year ended October 31, 1908, showed that 472 permits were issued during the year, representing a total value of \$1,331,182, being a decrease of \$1,699,240 compared with the previous year. The classification of the buildings is as follows:—

Class of Buildings.	No. of Bldgs.	Value.
Brick dwellings.....	352	\$718,100
Frame dwellings.....	116	114,950
Alterations to dwellings	44	23,707
Stores and office buildings.....	56	117,275
Churches and schools.....	7	141,700
Theatres, halls, etc.....	3	10,500
Hotels.....	5	10,000
Fire halls.....	1	15,000
Factories, additions to same.....	22	164,000
Cement buildings.....	5	5,850
Stables and other buildings.....	12	10,000
	623	\$1,331,182

The number and value of permits per month were as follows:—

Year.	Month.	Number	Value.
1907	November.....	39	\$ 68,000
1907	December.....	16	28,300
1908	January.....	9	16,350
1908	February.....	10	19,067
1908	March.....	39	96,450
1908	April.....	73	206,440
1908	May.....	50	119,400
1908	June.....	60	185,425
1908	July.....	39	156,260
1908	August.....	48	117,400
1908	September.....	48	106,150
1908	October.....	41	211,950
		472	\$1,331,182

Brantford.—The value of new buildings erected in 1908 was \$263,485, and of repairs carried out, \$44,670. The number of permits issued in the former connection was 271, and in the latter 53. Repairs and additions to banks were valued at \$21,000; changes to the opera house at \$7,500; new factories at \$9,500, and new stores at \$12,100. In 1907 the aggregate was \$510,020, and in 1906, \$409,675, compared with last year's total of \$308,155.

Guelph.—It was estimated that new buildings to the value of \$271,770 were erected in 1908, to which must be added an expenditure of \$60,000 on the armoury. The total last year was \$502,750. The sum of \$125,000 was expended on water works extensions, and \$75,000 on permanent pavements.

Berlin.—From information furnished by contractors the following is a list of the buildings erected in 1908:—

Class of Buildings.	Value.
Rubber factory	\$ 65,000
Shirt factory	10,000
Church	8,000
90 Residences.....	162,000
Block of stores	5,000
Changes and repairs	15,000
Total.....	\$ 265,000

All of the above were built of brick, with the exception of the rubber factory, which was of reinforced concrete.

Waterloo.—The following is the record for the year:—

Class of Buildings.	Value.
19 residences	\$ 38,350
1 glove factory	3,500
Alterations and repairs	17,000
Total	\$58,850

Galt.—There were completed in Galt during 1908, 93 residences valued at \$139,500; 1 business block valued at \$9,000 and alterations and repairs to the value of \$9,000, making a total expenditure of \$157,500.

Preston.—Thirty residences valued at \$54,000, an addition to a factory valued at \$2,000 and repair work valued at \$15,000, making a total of \$71,000, were completed in 1908.

Elmira.—During 1908 2 business blocks valued at \$5,000, residences valued at \$23,000, and barns and improvements valued at \$3,000, were constructed, making a total of \$31,000.

Woodstock.—The new buildings of the year were valued at \$100,100 and repairs at \$2,350. The above estimate is based upon contractors' returns and includes the neighbouring municipalities of Ingersoll, Tavistock and Burgessville.

Stratford.—During 1908 the number of building permits issued at Stratford for new buildings was 77, representing a valuation of \$136,515. Permits for repairs numbered 136 and were valued at \$27,092, making a total of 213 permits, representing a total expenditure of \$163,607. The general opinion of contractors is that building operations in 1909 will exceed those of 1908.

London.—The number of building permits issued was 233, representing a total approximate value of \$866,330. The public and other large buildings included in the above were as follows:—

Buildings.	Value.
Isolation hospital	\$ 55,000
Laundry and morgue	7,000
Meredith memorial	7,000
Nos. 4 and 5 Fire halls	14,000
City Hall lavatories	1,200
Schools	8,000
Hygienic building	50,000
Smallmen & Ingrams', Limited	260,000
Total	\$402,200

In the preceding year the total value of buildings erected was \$875,000.

St. Thomas.—One hundred and fifteen permits for new buildings and 24 for repairs were issued, the former aggregating \$200,595 in value and the latter \$18,705. While the amount shown in the estimate does not accurately represent the money expended, because of the tendency of those requesting permits to place the estimate for remodelling and construction at as low a figure as possible, yet the figures as submitted show the past year to have been considerably more active than the previous one. The two largest contracts were for Ingrams and Davey building and the Brotherhood of Locomotive Engineers' building; the rest were chiefly for residences. Work is still continuing on a few small contracts and on the Engineers' building. Mechanics in the building trades have been well employed during the year and the prospects of a brisk year during 1909 are bright.

Chatham.—The building year was the duller in several years past. The chief buildings in progress were private residences and only a few of these were over \$2,000 in value. Altogether \$44,105 was spent on new buildings and \$13,800 on repairs.

Tilbury.—This town, which has a population of 1,560, erected 6 new buildings at a cost of \$12,000 in 1908. The prospects are brighter for 1909.

Wallaceburg and Dresden.—About \$30,000 were expended on new buildings in each of these municipalities, conditions being quieter than in several years past.

Windsor.—One hundred and twenty-one permits were issued for new buildings valued at \$350,000 according to a return furnished by the city engineer. All the buildings with one exception were dwellings.

Sandwich.—The new buildings of the year were valued at \$75,000.

Walkerville.—About \$100,000 were expended on new buildings.

Sault Ste. Marie.—Eight new buildings worth \$51,500 and 5 repairs valued at \$17,700 were recorded by the town clerk.

Port Arthur and Fort William.—Considerable employment was afforded by

work begun in 1907. Elevators for the Grand Trunk Pacific, the Canadian Pacific and the Canadian Northern Railway Companies were under construction. A busy year in anticipated for 1909.

For Fort William the building record for 1908 is as follows:—

Class of Buildings.	Number	Value.
Business and public buildings...	40	\$1,171,165
Residences.....	310	356,170
Alterations and additions.....	30	33,500
	380	\$1,560,835

For Port Arthur the building record is as follows:—

Class of Buildings.	Number.	Value.
Business and public buildings....	17	\$145,000
Residences.....	54	108,000
Alterations and additions.....	30	40,000
	101	\$293,000

Manitoba.

Winnipeg.—Altogether there were 1,544 permits issued covering 1,769 buildings erected at a total cost of \$5,513,700. The classes of structures erected were as follows:—

Class of Buildings.	Number	Value.
Frame dwellings including non-modern and semi-modern....	312	\$321,800
Frame dwellings on stone basements, all modern.....	380	1,133,800
Brick dwellings, all modern.....	52	330,60
Brick veneer dwellings, all modern	10	60,400
Stores, frame or brick.....	39	35,350
Churches, schools and institutes..	17	402,600
Apartments, office blocks, banks and railway stations.....	39	2,118,000
Warehouses, storehouses, factories and railway buildings.....	37	519,550
Theatres, rinks and public bldgs.	8	160,350
Stables, sheds, workshops and garages.....	266	64,400
Additions, alterations and repairs	616	369,850

In 1907 the total value of buildings erected was \$6,455,350; in 1906, \$12,760,450, and in 1905, \$10,840,150.

Brandon.—One hundred and seven new buildings valued at \$286,849 were erected and 12 repairs carried out at a cost of

\$6,200. During the preceding year the value of building aggregated \$557,000. About \$100,000 were spent in civic improvements in 1908.

Farm Buildings in Manitoba.

According to a bulletin issued December 15th., 1908, by the Department of Agriculture, Manitoba, new farm buildings erected during the year were valued as follows:—

District.	Value.
North-Western.....	\$ 433,875
South-Western.....	624,197
North Central.....	495,963
South Central.....	300,366
Eastern.....	200,116
Province.....	\$2,054,490

In 1907 the estimated amount expended in farm buildings was \$1,735,825 while this year it is \$2,054,490.

Saskatchewan.

Regina.—According to the statement of the Building Inspector, 253 permits were issued in all, for a total value of \$516,656. Of this total, \$501,043 were represented by new buildings. Most of the buildings erected were residences; 4 new warehouses were also constructed, and additions made to 3. In the above figures the parliament buildings are not included; the contract for these was let at the end of June and the contract price was \$1,425,150. Before closing down for the winter the foundations were completed to ground level. Progress estimates paid to date amount to \$125,291.29. In addition to the above the money expended by the provincial government in building the Broad street and Albert street bridges and approaches might fairly be included. The total cost of these, together with improvements done to the grounds of the provincial parliament buildings, amounted to \$149,309.00. It is estimated that a further amount of \$35,000 will be required to finish the bridges. One very satisfactory feature of the building record for the past year

is the large number of residences built costing over \$3,000 a piece.

Moose Jaw.—The number of new buildings erected within the fire limits of the city of Moose Jaw during the year 1908 totalled 58, the estimated total cost of which was \$500,000. A number of buildings outside the fire limit have been built of which no official record is kept. From the most reliable sources, the total estimated value of all buildings erected in the city during the year is \$550,000. The 2 largest permits ever given out in Moose Jaw were issued last year, that for the Saskatchewan flour mills and for the new collegiate institute. Two hundred thousand dollars were spent on the flour mills and it is expected that with extensions to be made this year the total cost of construction will reach \$250,000. The other large permit was for the new collegiate building for \$125,000. Still another large permit was for the new court house, costing \$60,000. The building outlook for the coming year is very bright. In addition to the completion of the mill and the collegiate, a new Y. M. C. A., building will be erected at a cost of \$40,000.

Alberta.

Edmonton.—The total number of permits issued was 689, representing an expenditure of \$2,549,847. The value of repairs was estimated at \$55,000. It is expected that building during 1909 will reach \$3,000,000.

Calgary.—In all 423 building permits were issued representing a value of \$1,004,520. Owing to the financial stringency, operations show a decrease as compared with the previous year; but judging from architects' and builders' reports the outlook appears most promising for this year. A few of the important buildings for which permits were granted were as follows:—

Buildings.	Value.
Hospital.....	\$ 98,000
City hall.....	140,000
Government warehouse.....	12,000
Incinerator.....	11,000
Residences (385).....	

Permits are about to be issued for a six story business block to cost \$120,000, a two storey warehouse, and two warehouses valued at \$40,000.

Hardisty.—Buildings to the value of \$16,000 were erected in 1908.

Fort Saskatchewan.—A rough estimate of the value of buildings erected and repairs carried out during 1908 places the total at \$18,100. The number of new buildings was 14.

Red Deer.—There were 40 building permits issued during the year for buildings valued at \$40,000. Some large blocks are to be erected in 1909.

Comrose.—Ten dwellings, at an average cost of \$2,000 each, a Canadian Club building costing \$6,000, and 2 business blocks costing about \$4,000 each, were erected in 1908.

Lethbridge.—One hundred and sixteen permits for new buildings valued at \$368,695 were issued, and 2 permits for repairs aggregating \$450. The year 1908 was the best building year in the history of Lethbridge. Among the large buildings erected was a \$35,000 church, an \$85,000 school and a block, of stores. The outlook for 1909 is very promising.

British Columbia.

Fernie.—Conditions were very active following the fire of August 2-3, which destroyed almost the entire town. Rebuilding was very actively in progress throughout the autumn months, both in brick, cement and wood.

Nelson.—Building was fairly active during 1908, the following being a statement of the more important operations in progress:—

Class of Buildings.	Value.
Provincial government court house, mostly marble used in construction, approximate cost.....	\$ 100,000
Methodist church, mostly marble used in construction, approximate cost.....	30,000
Public school (brick).....	75,000
Skating rink (wood).....	20,000
About 30 residences (wood).....	75,000
General repairs.....	25,000
	325,000

In the suburbs of Nelson about \$75,000 were expended on a zinc plant and \$40,000 on residences (wood).

Rossland.—The value of new buildings erected during 1908 was \$23,000 and of repairs approximately \$13,000. Among the new buildings erected was a brick bank building, costing approximately \$15,000. The rest of the new buildings were wooden stores and residences.

New Westminster.—An estimate based on statements furnished by different contractors place the amount of building in this city during the year 1908 at \$600,000 made up as follows:—

Class of Buildings.	Value.
200 new buildings, estimated cost.....	\$ 475,000
Repairs to old buildings.....	15,000
Factory buildings.....	90,000
Repairs to industrial buildings.....	20,000
	\$600,000

Vancouver.—The number of permits issued for new buildings was 1,697 representing a value of \$5,950,893. The applications for permits for repairs were few and no classified record was kept. The outlook is for a much more active year in 1909.

Victoria.—Five hundred and seventy permits were issued for new buildings valued at \$1,130,740. About \$100,000 were spent on repairs. In addition to the above the immigration building of the Dominion government and the addition to the post office amounted to \$80,000 in value, and the addition to the lieutenant governor's residence to \$3,500. No permits were issued in this connection. This would total \$1,314,240 compared with \$1,490,250 in 1907.

THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF APRIL, 1909.

FIVE applications for the establishment of Boards of Conciliation and Investigation under the Industrial Disputes Investigation Act, 1907, were received in the Department during the month of April as follows:—

(1) On behalf of the employees of the Winnipeg Street Railway Company, of Winnipeg, Man., the number of employees affected being estimated at 500 directly, and 100 indirectly;

(2) On behalf of the employees of the British Columbia Copper Company of Greenwood, B. C., the number of employees affected being estimated at 225;

(3) On behalf of the employees of the Nicola Valley Coal and Coke Company of Middlesboro, B. C., the number of employees affected being estimated at 150;

(4) On behalf of the employees of the Nova Scotia Steel and Coal Company at Sydney No. 3, Florence, C. B., County, the number of employees affected being estimated at 340 directly, and 120 indirectly;

(5) On behalf of the employees of the Dominion Textile Company, the number of employees affected being estimated at

7 directly, and 3,000 indirectly, of whom 1,400 are females.

Earlier Applications.

Of applications received prior to the beginning of April, proceedings in connection with which remained at that date unfinished, there were the following, viz:—

(1) On behalf of the station employees and telegraph operators of the Kingston and Pembroke Railway Company, the number of employees affected being estimated at 19 directly, and 1,600 indirectly.

(2) On behalf of the employees of the Dominion Coal Company of Glace Bay, C. B., the number of employees affected being estimated at 3,000 directly, and 6,500 indirectly.

Reports Received.

During April the Department received two reports, namely: (1) That arising out of an application of the station employees and telegraph operators of the Kingston and Pembroke Railway Company; (2)

that arising out of an application of the employees of the Dominion Coal Company of Glace Bay, C. B. The cause of dispute in the case of the Kingston and Pembroke Railway Company was the demand of the employees in question for increased wages and improved working conditions, as indicated in a schedule attached to their application. The proceedings of this Board were unusually protracted, but resulted in an unanimous report, which has since been submitted to the Company and employees affected. On behalf of the employees the Department was informed on April 28 that they were willing to accept a report of a Board of Conciliation and Investigation as an adjustment of their dispute, on condition that the Company agreed thereto likewise. At the end of April the Department had not been notified whether the report was acceptable to the Kingston and Pembroke Railway Company as a basis of settlement of the matters in dispute.

The cause of dispute in the case of the Dominion Coal Company was the alleged hostile attitude of the Company toward men in its employ, who had become members of the United Mine Workers' Association. It was alleged that this hostility had been shown in the dismissal of certain employees, and in the closing down of various mines. Among other matters which the Board was called upon to consider were the claim of the U. M. W. A. for recognition at the hands of the Dominion Coal Company and the question whether the Dominion Coal Company was justified in giving a preference to members of the Provincial Workmen's Association with which it had a previous agreement. The report of the Board, which was signed by His Honour, W. B. Wallace, as Chairman, and by Mr. G. S. Campbell, of Halifax, found that there was nothing to support the men's charge of unfair discrimination. The Board found also that there were special circumstances in the present case which made the preference, undoubtedly shown to the P. W. A., both natural and reasonable. As to the claim of the U. M. W. A. to approach the Management by Committee, the Board pointed out that the Company had found

itself face to face with two rival labour organizations, and had stated that it would be impracticable to deal with two separate Committees whose contentions might be at variance with each other. In the concluding portion of their report the Board dealt at some length with the constitution of the United Mine Workers' Association, and expressed the opinion that "foreign officials sitting at Indianapolis should not have the power to decree that Nova Scotia miners, even when without a grievance must stop working, and thereby cripple a great Nova Scotia industry."

A minority report was also received from Mr. Daniel McDougall, in which the latter explained that he was unable to concur in the findings of the other two members of the Board. Mr. McDougall declared that the evidence adduced by the employees had disclosed violent cases of discrimination. In his judgment the "Company first decided to crush out the Union here, and then started to hunt up reasons and excuses for doing so". He was unable to find any just reason why the Company should not receive Committees from the United Mine Workers of America to adjust any grievances which might exist between the Company and members of that organization. As regards the United Mine Workers of America, Mr. McDougall submitted that this organization was not "foreign", but "international". At the end of April the Department had not been informed whether the findings of the Board would be accepted by the parties concerned.

Other Proceedings Under the Act during April.

In the application of James Potter and T. F. Robbins of Winnipeg, under date of April 16, for the appointment of a Board to investigate a dispute between the Winnipeg Electric Railway Company and certain of its employees it was stated that this dispute related to proposed reduction of the hours of labour, increase of wages and changes in working conditions for the employees concerned. Draft working conditions, as proposed by the employees, were attached to the form of application. On the recommendation of

the employees Mr. J. G. O'Donoghue, barrister, of Toronto, was appointed a member of the Board, and Mr. W. J. Christie, financial agent, Winnipeg, was appointed on the recommendation of the Winnipeg Electric Railway Company. At the end of the month the Department had not received any recommendation for the appointment of a Chairman.

The application of Messrs. Charles Birce, President, and George Heatherton, Secretary, of Greenwood Miners' Union No. 22 of the Western Federation of Miners, under date of March 30, for the establishment of a Board to investigate alleged grievances on the part of employees of the British Columbia Copper Company of Greenwood, B. C., asserted the existence of discrimination on the part of the Company against two employees by reason of their connection with Greenwood Miners' Union. The union called for the reinstatement of the men in question, and demanded also that the Company should adjust all future grievances through a Committee from Greenwood Miners' Union. On behalf of the Company it was stated that the latter has no dispute with the Miners' Union, but that it has steadily refused to make its mines a "closed shop" as against all employees who were not members of the Western Federation of Miners. The Company refused, it stated, to make membership in any union a condition precedent to the employment of its men, "preferring to employ men according to their ability rather than their affiliations". The Copper Company also deny having shown any discrimination against members of Greenwood Miners' Union. On the recommendation of the employees Mr. John McInnes, M. P. P., of Phoenix, B. C., was appointed a member of this Board. Mr. Edward Cronyn, barrister, of Toronto, was subsequently appointed a member of the Board on the recommendation of the British Columbia Copper Company. On April 29 the Board was completed by the appointment, in the absence of any recommendation, of His Honour Judge P. E. Wilson of Cranbrook, as Chairman.

The application of Messrs. Walter G. Ward, President, and W. H. Brown, Se-

cretary of Local No. 872 of the United Mine Workers of America, received in the Department under date of March 19, for the appointment of a Board to investigate a dispute between the Nicola Valley Coal and Coke Company of Merritt, B. C., and its employees, alleging discrimination on the part of the Company against one James Hardman, on account of his being an active member of the U. M. W. A. "during the organization of this camp". The applicants demanded the reinstatement of Mr. Hardman. Whilst negotiations were in progress for the establishment of a Board in this matter the Department was informed that the employees concerned had gone on strike. The Department was informed on April 30 on behalf of the employees that endeavours were being made to induce the men to secure work pending investigation of their complaint. At the close of the month the Board was in process of establishment Mr. Thomas Charles Brooks, of Merritt, B. C., having been appointed on the recommendation of the employees, and Mr. Thomas Kiddie of Northport, Washington, on that of the Company.

The application of Thomas Bellshaw and James Knowles, of Florence, C. B., under date of April 22, for the establishment of a Board to investigate on alleged dispute between the Nova Scotia Steel and Coal Company and its employees, members of Florence Local, No. 1746, of the United Mine Workers of America, called for (1) increase of wage, owing to substitution of closed for open lights, and (2) that since the employers recognize the Provincial Workmen's Association they should also recognize the U. M. W. A., and should grant no preference to one class of their employees. The application was under consideration at the close of the month.

In the application of Messrs. P. Fafard and C. Donais of Montreal, under date of April 26, for the appointment of a Board to investigate a dispute between the Dominion Textile Company of Montreal and its mule spinners, it was stated that the latter claimed a restoration of the rates of pay which existed in April, 1908, and which were from 10 to 25 per cent. higher than the wages now in force.

The application called also for the abolition of the "black list". The dispute being one which could only be brought within the scope of the Industrial Disputes Investigation Act by the consent of both parties concerned, the Department communicated with the Dominion Textile Company and learned that it was willing to submit the difference for adjustment in

this way and steps were taken accordingly for the constitution of a Board.

The Board was in process of establishment in the end of the month, Mr. F. G. Daniels, Montmorency, Que., having been appointed on the recommendation of the Company and Mr. A. A. Gibeault of Montreal on that of the employers.

I.—REPORT OF BOARD IN DISPUTE BETWEEN DOMINION COAL CO. AND ITS EMPLOYEES.

THE Department received on April 16, the report of the Board established in the case of the dispute between the Dominion Coal Company and its employees. In this report the grievances referred for investigation are summarized as follows:—

(a) That men were discharged or threatened with dismissal because they were members of the United Mine Workers of America.

(b) That the private police force of the Company loitered around the meetings of the United Mine Workers' Association and intimidated the members.

(c) That in general the Company carried out a policy of discrimination against members of the United Mine Workers Association.

(d) That the Company refused to receive committees of the United Mine Workers Association, or in any other way to recognize that organization.

In the application of Messrs. James D. McLennan and Peter Patterson, officers of the U. M. W. A., for the appointment of this Board, it was stated that approximately, 3,000 persons were actually affected by the dispute, this being the number of employees of the Dominion Coal Company who had become members of the U. M. W. A., but, it was added, that as the U. W. W. A., was increasing in numbers daily, the dispute was likely to affect the whole body of the Dominion Coal Company's employees, numbering 6,500 workmen.

Mr. Daniel McDougall was appointed a member of the Board on the recommendation of the employees. The Com-

pany declined on its part to submit any recommendation and in the absence of such recommendation Mr. G. S. Campbell of Halifax, was appointed the second member of the Board. The two members of the Board thus appointed were unable to agree upon a chairman and in the absence of such joint recommendation the Board was completed by the appointment of His Honour Judge Wallace of Halifax, as Chairman.

The employees were represented at the hearings by three of their members. The Company was not represented at the first sitting but the Board having decided to subpoena the General Manager and certain officers of the Company these gentlemen undertook to appear. The Company and employees respectively were also accorded the privilege of being represented by counsel.

Summary of Findings of the Board.

The report, as received in the Department, was signed by His Honour Judge Wallace and by Mr. G. S. Campbell. Mr. McDougall was unable to concur therein and embodied his views, accordingly, in the form of a minority report.

As to the allegation that men were dismissed or threatened with dismissal because they were members of the U. M. W. A., the Board found that this charge was not substantiated by the evidence. The report also declared that the claim of the U. M. W. A., that the Company's police force loitered around their meetings and intimidated their members was not sustained.

An important question submitted for the consideration of the Board was whether the Company was justified in giving a preference to the P. W. A. On this subject the report says:—

“Without dealing with the question whether a Company has a right under ordinary circumstances, in engaging workmen, to show a preference for the members of one labour union to those of another labour union, in the present case there were special circumstances which made the preference, undoubtedly shown by the Company, a natural and reasonable one. As the result of the award of a previous Board of Conciliation, the Provincial Workmen's Association, representing the workmen, became a formal party to that award, unqualifiedly accepted its terms, and it was reasonable that in the carrying out of the Company's operations under the award, the Company should give special recognition to the men who could be relied upon to abide by its terms, in preference to the men who had not assented to its terms and some of whom were known to the Company as condemning the terms of the award.”

As to Recognition of U. M. W. A.

In the Board's opinion the most important question which came before it was that of the recognition of the U. M. W. A. This organization claimed the right to approach the management of the Company by a Committee, as is now done by the P. W. A., and the Company refused to recognize that right. It was impracticable, the Company said, to deal with two separate Committees. In a discussion of this question, however, the Board observed that the principal reason why the Company refused to recognize the U. M. W. A., was that the latter are “practically a foreign organization, having dangerous and menacing powers under their Constitution”. The Board believed that this constitution gave the U. M. W. A. authorities powers which no foreign body should be able to exercise over industrial interests in Nova Scotia. The Board considered that the Coal Company was “amply justified” in refusing to recognize any organization that could

exercise such a dangerous and continually menacing power. “Foreign officials,” said the report, “sitting at Indianapolis, should not have the power to decree that Nova Scotia miners, even when without a grievance, must stop working, and thereby cripple a great Nova Scotia industry”.

In conclusion the Board remarked “that our labour difficulties, which will always be with us, should be settled among ourselves, and not be subject to the control of any outside party.” In the present instance the interests of the men, urged the Board, were bound up with those of the Coal Company, and anything that tended to hamper materially the operations of the Company must in the end prejudicially affect also the workmen concerned.

The Minority Report.

In his minority report, Mr. Daniel McDougall said that the principal claim in the employees', application was in the matter of alleged discrimination. Mr. McDougall submitted that on the part of the officials of the Dominion Coal Company there had been the most violent cases of discrimination and that the same were without justification. The Company's admission of a preference for one class of employees amounted, in his judgment, to a case of discrimination against the other classes. As regards the Company's claim that it was carrying out the letter as well as the spirit of the award of the Board of Conciliation and Investigation of March, 1908, by giving a preference to the P. W. A., Mr. McDougall urged that this argument faded away under the admission of the Company that any agreement, award, or settlement now existing was binding between the company and its employees irrespective of any society to which they might belong.

As to the present position of the Dominion Coal Company, Mr. McDougall claimed that evidence was given before the Board to prove that the Company not only competed successfully in Canadian markets but was able to pay the United States duty and get its share of contracts

in the New England States. In addition evidence had been given he said, before the Board, by Mr. Alex. Dick the sales agent of the Company, that the fact of the U. M. W. A. being solidly established in Nova Scotia did not affect the conditions in the Canadian markets in the least.

As to the Coal Company's assertion that it would be most prejudicial to the industry if workmen therein became subject to the control of a foreign labour union such as the U. M. W. A., Mr. McDougall held that no evidence had been produced to show that such a situation would be prejudicial. Moreover, Mr. McDougall contended the U. M. W. A., was not a foreign but an international organization. "If the Coal Company" he said "now by their discrimination and unfair treatment cause a strike they themselves would be to blame for the ruination of the coal trade." Mr. McDougall claimed that the Company first decided to crush out the Union," and "then started to hunt up reasons and excuses for doing so." He could see no reason why the Dominion Coal Company should not grant a recognition to the U. M. W. A., and receive committees therefrom as circumstances required.

Text of Report of Board.

The text of the findings of the Board is as follows:—

In the matter of the industrial disputes Act, 1907, and of a dispute between the Dominion Coal Company, and its employees.

The Board, composed of Mr. Daniel McDougall, Mr. G. S. Campbell and Judge W. B. Wallace, (Chairman), met on Tuesday morning, March 30th, 1909, at a public hall in Glace Bay, the locality of the dispute between the above, parties, and having taken the oath of office, proceeded with the reference.

The employees were represented by three of their number. The Company was not represented at the first sittings but the Board having decided to subpoena the General Manager and some of the officials of the Company, those gentlemen

undertook to appear. At all the subsequent sittings of the Board when the evidence was taken, the Company and the employees respectively were represented by counsel.

The Board sat at Glace Bay every week-day until the following Tuesday evening, when the taking of evidence was concluded, and the Board adjourned to meet again at Halifax on Monday, April, 12th. After sittings at Halifax on Monday, Tuesday and Wednesday considering the evidence and preparing a report, the Board now make the following findings:—

The complaints of the men may be summarized as follows:—

(a) That men were discharged or threatened with dismissal because they were members of the United Mine Workers' of America.

(b) That the private police force of the Company loitered around the meetings of the United Mine Workers' Association and intimidated the members.

(c) That in general the Company carried out a policy of discrimination against members of the United Mine Workers' Association.

(d) That the Company refused to receive committees of the United Mine Workers' Association, or in any other way to recognize that organization.

As to the allegation that the men were dismissed or threatened with dismissal because they were members of the U. M. W. A., the Board finds that the charge is not sustained by the evidence.

The claim made by the U. M. W. that the Company's police force loitered around their meetings and intimidated their members is not sustained. The evidence goes to show that the Company's policemen were detailed to attend all large meetings whether of the Provincial Workmen's Association or the U. M. W., in order to protect the Company's property in case of disorder, and no instructions were given them either to get information about the meetings or to interfere with the men who attended them. There was no intimidation.

In order to understand the situation at some of the mines the following facts may be stated:—

As is customary after the close of navigation, work slackened down at the mines, and the evidence of Mr. Duggan goes to show that the demand for coal during the past winter was considerably less than the average, the output for the last five months being nearly one half million tons lower than for the corresponding period last year. In order to keep the mines partially going the Company started to bank coal, but in spite of that a considerable number of men were laid off. This more particularly affected Mines Nos. 2, 3, 4, 6, 12 and 14. It happens that at some of these mines the majority of the men belonged to the United Mine Workers, and the representatives of the men claim that it was for that reason that these mines were partially or altogether shut down. This claim is not substantiated by the evidence.

Much evidence was given to support the claim of the U. M. W. that men were discharged because they had joined that Association, and were threatened with dismissal unless they left it. It does appear and is admitted by the Company that as the demand for coal increased, and the men were again taken on, preference was given to the members of the Provincial Workmen's Association. While it appears by the evidence that no responsible official of the Company discharged a man because he was a member of the U. M. W., there is no doubt that in a number of instances the subordinate officials advised their men in their own interest to join the P. W. A., in order that they might have a better chance of early employment.

A special reference must be made to Dominion No. 3. The Board finds in regard to the situation at Dominion No. 3 that a section of this mine was producing less marketable coal than other places, and in view of the dullness of the coal trade a number of men were laid off. There was no discrimination shown when the men were laid off, but the Board finds—without in any way reflecting upon the evidence of the Manager of Dominion No. 3,—that the men who composed the Committee which upon the Manager of Dominion No. 3, were justified in assum-

ing as a result of that interview that in seeking for re-employment it would be to their advantage to sever their connection with the U. M. W.

The mine managers, however, had no instructions from the General Manager to discriminate against members of the U. M. W. A. The General Manager was examined on the point and testified as follows:—

“Q. Did you give any instructions in reference to this particular organization.”

“A. Well, it was represented and generally known discussed among our people that the U. M. W. was going to get recognition; that was to be their victory. We all discussed the whole question. I set it before the men and our general attitude was that it was against the interests of the public to allow them recognition. I told our Manager not to recognize them in any way or do anything that might be construed into recognition. When we were discussing with the Managers as to the organization of the succeeding year we realized the necessity of getting men they could depend on. I think I told them merely as counsel that they ought to be careful for their own sake not to do anything that would be construed into discrimination against this organization. I said they should be careful not to discriminate.”

Another charge of discrimination is that certain members of the U. M. W. A. who were Deputy Overmen were discharged by the Company. The rule of the Company is that a Deputy Overman is an official of the Company, and as such is not allowed to belong to any labour organization. The representatives of the U. M. W. claim that a man who is appointed to that position should not be required to give up his membership in the Union. As it appears by the evidence that the Deputy Overman is in a position of responsibility frequently exercising authority over a large number of men, the Board considers the rule of the Company disqualifying him from belonging to any labour union to be a reasonable one. The Company made their position clear on this question over 15

months ago, before the U. M. W. were organized, so that it cannot be claimed that they put it into force in order to prejudice the U. M. W. The evidence goes to show that there was no discrimination in this respect and that no Deputy Overmen were allowed to retain membership of their Lodge with the knowledge of the Company, whether they belonged to the P. W. A. or the U. M. W. The Board considers this rule to be in the interest of the men themselves, as Deputy Overmen who are associated with any particular labour organization would be apt to give preference to the men of that organization or discriminate men of a rival organization. Another obvious objection is that it would be undesirable for the Deputy Overmen having power to discipline workmen to belong to a labour union where the exercise of such power might afterwards pass under review.

Evidence was given to show that some of the mechanics at No. 2 were discharged because they belonged to the U. M. W. Special conditions exist at Mine No. 2 in that it supplies power for lighting most of the Company's mines. On the continuous operation of the plant there depends the safety and efficient operation of the other mines, and any stoppage would at once tie up all work at the other collieries. As there were substantial grounds for believing that a strike was imminent, the engineer in charge of the power plant asked his subordinates whether he could depend upon them to continue at work in the event of a strike being called. Those who stated that they would go out in the event of a strike were laid off as the engineer, who is responsible for the operation of the plant, wished to have men under him on whose loyalty he could depend. As this question was asked irrespective of whether the person interrogated was a member of the P. W. A. or U. M. W., there is no evidence of any discrimination against the members of the latter organization, the only men who were laid off being men whose answers or conduct showed that they could not be relied upon to continue working.

The position at No. 6, also presents some special features. The formal com-

plaint of the men is that the mine was almost completely closed down because a large majority of the miners there belonged to the U. M. W. Now it appears from the evidence that it costs about 20 per cent. more to mine coal at No. 6 than at the other mines. During the winter coal was being banked there principally in order to provide work for the men, but on the 9th of February the mine was closed down. Later on when the requirements of the Steel Company increased, the Company decided to resume operations at No. 6 and the whistle was blown for work on the 22nd of March. The men of that pit, who were largely U. M. W., declined to go back to work and sent out a number of pickets, presumably for the purpose of influencing the men to stay away. As a reason for not resuming work, the representatives of the U. M. W. claim that the Company had no serious intention of resuming work there on a large scale, and that they had not made the necessary arrangements in the way of providing lamps etc., for the men. The evidence goes to show that the Manager blew the whistle for resumption of work in good faith and while the Company could not be expected to open up the mine to its full capacity immediately, a considerable number of men would have been employed at once, and the remainder as soon as work opened up.

It is gratifying to be able to state that while the Board was sitting at Glace Bay work was resumed at No. 6 and we understand that the men are being employed there irrespective of the labour organization to which they belong.

An important question submitted for the consideration of the Board is whether the Company was justified in giving a preference to the P. W. A.

Without dealing with the question whether a Company has a right under ordinary circumstances, in engaging workmen, to show a preference for the members of one labour union to those of another labour union, in the present case there were special circumstances which made the preference, undoubtedly shown by the Company, a natural and reasonable one. As the result of the

award of a previous Board of Conciliation, the Provincial Workmen's Association, representing the workmen, became a formal party to that award, and unqualifiedly accepted its terms, and it was reasonable that in the carrying out of the Company's operations under the award, the Company should give special recognition to the men who could be relied upon to abide by its terms, in preference to the men who had not assented to its terms and some of whom were known to the Company as condemning the terms of the award.

While officials of the U. M. W. now say that their association is prepared to abide by the terms of that award, this Board must deal with conditions as they existed at the time of the acts complained of by the men. Moreover the U. M. W. still persist in maintaining the right to defy an important rule of the Company in respect to Deputy Overmen, which rule on the other hand, the P. W. A. have not questioned since the period when the Company sent the formal notification of the rigid enforcement of this rule, about fifteen months ago.

It should be also stated that while the Company has given a preference to the workmen of the P. W. A., the Company has shown no harshness towards the men of the U. M. W., and the General Manager of the Company has declared that no man has been blacklisted or will be refused employment merely because he belongs to that organization.

The most important question before the Board was that of recognition of the U. M. W. by the Company. Here there is no question of agreements, it is purely a matter of policy. The U. M. W. claim the right to approach the management by committee as is done by the P. W. A. The Company refuses to recognize that right. It may be admitted that there are advantages in dealing through Committees with a recognized labour union, but the Company find themselves face to face with two rival labour organizations, and state that it would be impracticable to deal with two separate committees whose contentions might be at variance with each other. The principal reason however, why the Company refuses to

recognize the U. M. W., is that they are practically a foreign organization, having dangerous and menacing powers under their constitution. It is true that the U. M. W. is international in membership, but the principal executive officers and the great bulk of the members reside in the United States. The Company points out that this has a very serious bearing on the Coal Trade of Nova Scotia in as much as the American operators are making serious inroads into Canadian markets. It appears in the evidence of Mr. Duggan that since 1906, sales to the St. Lawrence markets of American bituminous coal have increased 531,000 tons. As the St. Lawrence trade forms the chief market of the Dominion Coal Company, anything that tends to interfere with it would naturally affect the interests both of the Coal Company and the miners they employ. The Board considers this objection of the Coal Company a very grave one, because with one foreign organization controlling the miners, labour difficulties in the United States would almost certainly lead to complication in Nova Scotia. If through labour troubles in the United States a market opened up there for Nova Scotia coal at profitable rates, pressure would undoubtedly be brought to bear on the miners in Nova Scotia to prevent exports of our coal to the United States. It is true that the U. M. W. is recognized in Western Canada, but there the conditions are different because while Nova Scotia mines are finding it increasingly difficult to hold their own against the United States coal in the St. Lawrence trade, the Canadian mines of the West not only hold their own market, but in many cases can afford to export to the United States notwithstanding the duty. Another and most serious objection to recognizing the U. M. W., arises in connection with certain clauses in their constitution. One clause of that constitution states "that local unions shall be composed of miners, mine labourers and other workmen, skilled and unskilled, working in and about the mines, except mine managers, top boss, and persons engaged in the sale of intoxicating liquors." Under this rule every man except the superintendent and manager of the mine

is eligible for membership in the union. This the Board considers to be a dangerous and unusual rule and not in accordance with the custom in Great Britain and other mining centres. It is also in conflict with a rule of the Dominion Coal Company, a special reference to which is made in an earlier paragraph of this report.

But the most objectionable clause in the constitution is as follows:—

“The international officials shall at any time they deem it to be the best interests of mine workers in a district that is idle, for just and sufficient reasons order a suspension in any other district or districts that would not in any way impede the settlement of the districts affected, provided that such action would conserve to the best interest of the U. M. W. of America.” This rule makes it quite possible for the executive of the Mine Workers, whose head office is in Indianapolis, Indiana, to proclaim a strike in Nova Scotia if they considered it to be in the interest of the U. M. W. as a whole. Inasmuch as all the dominating interests of the U. M. W. are centered in the United States, it seems clear that the policy of the organization would be governed by the interests of the mines there. Consequently it is not unreasonable to anticipate that on some future occasion, although labour conditions in Nova Scotia might be satisfactory, it would be to the interest of the U. M. W. as a whole to proclaim a strike in Nova Scotia. That is a power which in our opinion no foreign body should be able to exercise over our industrial interests in Nova Scotia. The Board considers that the Coal Company is amply justified in refusing to recognize any organization that could exercise such a dangerous and continually menacing power. Foreign officials sitting at Indianapolis, should not have the power to decree that Nova Scotia miners, even when without a grievance, must stop working, and thereby cripple a great Nova Scotia industry.

In conclusion the Board desires to report that so far as it has been able to ascertain, the conditions obtaining at the collieries in Cape Breton are in many res-

ppects superior to those at most of the mines in the United States. While differences of opinion have arisen between operators and the men, they have hitherto been arranged in a mutually, friendly and satisfactory manner.

Existing unsettled labour conditions have the effect of disturbing business, creating apprehension as to the future and thereby reacting to a large extent on the welfare of the miners themselves.

Without presuming to dictate as to which union the men should belong, or as to whether they should belong to any union, we think it is in the interest of the operators, the men themselves and the whole community that our labour difficulties, which will always be with us, should be settled amongst ourselves, and not be subject to the control of any outside party. The men must see that their interests are bound up with those of the Coal Company, and while they naturally expect to share in the prosperity of the Company, anything that tends to hamper materially the operations of the Company must in the end prejudicially affect themselves.

The General Manager has declared that his instructions were and are that there should be no discrimination against the members of the U. M. W. as such and the Board wish to add that all officials of the Company should be extremely careful to avoid anything that would afford ground for suspecting discrimination or unjust favoritism.

The Board takes pleasure in expressing appreciation of the readiness of both parties to furnish information affecting the questions at issue, of the straightforward way in which the witnesses gave their evidence, and of the spirit of conciliation which was manifested in an increasing degree as the enquiry proceeded.

It is the earnest wish of the Board that the investigation which has taken place may in some degree result in a better and more sympathetic understanding between the Coal Company and its employees; that each may show a conciliatory attitude towards the other, and that all connected with the mines may work harmoniously together for the suc-

cess and prosperity of the coal industry of the province.

Enclosed herewith are the exhibits and evidence in this matter.

Halifax, April 14th., 1909

W. B. WALLACE,
Chairman.

G. S. CAMPBELL,

The Honourable Rodolphe Lemieux,
Minister of Labour,
Ottawa.

Text of Minority Report.

The text of the Minority Report, submitted by Mr. Daniel McDougall is as follows:—

To the Honourable the Minister of Labour, Ottawa, Ont..

Re the dispute entitled Dominion Coal Company and employees.

The undersigned acting on behalf of the men and parties making application for the Board, namely James D. McLennan and Peter Patterson, beg to report as follows:—

Your Board met in the town of Glace Bay and held sessions continuously for seven days, when a great amount of evidence was produced, the same being under oath and has been submitted to your Department.

The final sitting of the Court was held in the City of Halifax to endeavour to arrive at a settlement of finding and recommendation to be submitted to your Department, but I having failed to agree with my colleagues on a finding decided to submit a minority report as follows and per evidence brought forward at the investigation.

The first and principal clause in our application for the Board was the matter of discrimination, to this I have to say:

That in all the evidence brought forward we proved direct cases of discrimination, and would have brought forward more cases from all the collieries were it not that the Company by their solicitor admitted that they were prepared to lose the case and admit that there had been discrimination. Of course the Com-

pany say it was only "preference" of one class of employment. This being the case it undoubtedly makes a case of discrimination against the other class, or to be plainer, that the Company gave a preference to the Provincial Workmen's Association, thereby excluding the members of the U.M.W. of A. from any privileges they were entitled to as employees of the said Company, this being a deliberate violation of section, sub-section (C) relating to the employment of children or any class of persons. To bring this matter clearly before your department, I think the evidence produced will show by Mr. Curry's evidence of Michael Burns, pages 9 and 10, Thos. Accleshaw on pages 11 and 13, Mr. McInnes, Manager of No. 3 Mine on pages 14 and 17, Neil Stewart, pages 22, 23 and 24, R. J. McNeil on page 30, and all through the evidence until we come to page 99, Mr. Mitchell's statement, he being manager of No. 6 Colliery, and in fact all through the evidence is plainly shown our men have been discriminated against.

I, therefore submit that on the part of the officials of the Dominion Coal Co. there has been the most violent cases of discrimination. Therefore having, in my opinion, proven to your Department that there has been discrimination, we must, therefore, endeavour to find any justification there may be for this discrimination or preference, and the best way to establish that there has been no cause is by taking the Company's reply to this Department. I submit that Clauses 1, 2 and 3 do not in any way justify the Company in making this discrimination from the fact that we consider the award of the Board held last year binding on all its employees.

In regard to paragraph four we wish to call attention to the evidence of Alexander Dick, where he admits that he always sells more coal than the collieries can produce during the open season and the St. Lawrence being closed is a normal thing. And it is submitted that although the Americans increased their sales up the St. Lawrence there is no thing in the evidence to indicate that the St. Lawrence trade will not keep the collieries busy this year as it has last. In

fact the only place where the sales have decreased according to Mr. Dick is the New England States. But what we say in regard to the whole paragraph four is that even assuming it is correct it afforded no reason for the Company in restricting its operations discriminating against our members, since our members and our organization have not been in the least to blame for this state of affairs, (this latter has been admitted by Mr. Dick) and we say that in the restricting of operation process work should have been divided as in other years.

As to paragraph five we say that this whole paragraph fades away under the admission of the Company, that any agreement, award or settlement now existing is binding as between the Company and its employees, regardless of whether they are P.W.A., U.M.W. or members of neither Society, and even had this not been admitted a glance at the award itself would be sufficient. (See also further on in this argument the paper of Professor Shortt). This being admitted that the award was for the benefit of all employees and nothing contained in it authorizing a preference to union nor non-union men, what justification for preference or discrimination is made out in paragraph five?

As to paragraph six, practically the same observations apply to it.

As to the last paragraph of the reply, we shall deal with it by sentences.

As to the first sentence, "The property of the Coal Industry in Nova Scotia depends upon its being able to compete successfully with American coal operators in the Canadian markets." We admit the truth of the proposition in general, and we say that according to the evidence of their own witness, Mr. Dick, they have not only been able to successfully compete in Canadian markets but they have been able to go into the territory of competitors in the hardest season of the year for transportation, and pay, the duty and get their share of contracts in the New England States. They are also able, according to Mr. Dick, to ship coal to the Canadian markets, and pay \$1.00 freight *via* Portland and still held their own against

those terrible Americans. And over and above all these admissions of Mr. Dick, we have his crowning statement that the fact of the U.M.W. being solidly established in Nova Scotia will not effect the conditions in the Canadian markets in the least.

As to the next sentence, "It would be most prejudicial to the industry if the workmen therein became subject to the control of a foreign labour union such as the United Mine Workers of America, which is organized in the States where its chief officers reside." We say they have produced no evidence to show that it would be prejudicial, and that the evidence of Mr. Dick tends to show it would not. We say further our organization is not foreign but international, and we could have proven had it not been practically admitted by Mr. Duggan that they are now dealing with two such international unions—one on their railway, and the other in their machine shops. It may be further noted that while Mr. Duggan was refusing to speak to Donald Grant, an old employee, and Peter Patterson, a Nova Scotian and Canadian International Board Member, because they happened to be members of this so-called foreign labour union, he was in correspondence with Thomas Lewis, the President of the U.M.W. of A. down in Indianapolis.

In answer to the last sentence of the Company's reply we need only point to the evidence of Mr. Dick, who admits that regardless of whether the U.M.W. triumphs in Nova Scotia, the Company will always have the same competitors in the St. Lawrence, and that so long as there is no strike in Nova Scotia their chances of holding their own against the Americans never were better. If the Coal Company now by their discrimination and unfair treatment cause a strike, they themselves will be to blame for the ruination of the coal trade. We say finally that if the whole reply or any part of it was intended to suggest that the opposition met in the Montreal markets had any connection with the U.M.W. organization that the Company have failed to produce any evidence on which even to base an argument to that effect.

And we say this boldly in view of our frequent challenges to the Company to put any of our officers, including Mr. Patterson, on the stand, and these men could give the whole history of the organization of the Nova Scotia District.

In conclusion we submit that the Company first decided to crush out the union here, and then started to hunt up reasons and excuses for doing so, and we say this is borne out by the fact that they have at different times given different reasons and excuses.

One more point coming to mind and which has been put forward was the fact that the Dominion Coal Company discharged some of its employees because they were shotfirers, or what they term "*Deputy Overmen*," and they contend they should not belong to any Union. We take the stand that men of this class should not be hindered from joining any society they wish, from the fact that the union themselves places restrictions on those who should belong to labour unions, and further the special rules of the Company have to be posted up in prominent places for the guidance of the workmen according to the Coal Mines Regulation Act of the Province of Nova Scotia, and their special rules so posted up do not say that these people are officials. We take this point that if the Dominion Coal Company continues creating officials the men will all be in the role, thereby leaving no room for any to escape, and that being a fact Prof. Shortt's argument in *Labour Gazette* of January, 1909, page 697, has no foundation. We therefore submit to the Department that the Coal Company, or any other Company, has no jurisdiction to say if a man should belong to a society or not—more particularly a union.

The only matter remaining is a recognition of our union, which I personally and in behalf of the men cannot see any just reason for the Company not receiving a Committee from us to adjust any grievances that may arise with our men. As to cases where the matter of recognition has been accorded the United Mine Workers of America, we would quote Reports of 1907-1908 of the Department at pages 336, 337 and 351, which in our opinion is the only way this matter can be settled. We therefore urge a recognition by Committee as shown by Mr. Mitchell, Mr. Duggan and other officials, that dealing with a committee is the most satisfactory method of adjusting a grievance, and we, therefore, strongly urge and recommend for the reasons given. For the other reason, that if this is not done we fear great friction may occur and great trouble may be brought on by members being discharged. For example, a member might be discharged for a sufficient cause and under circumstances that no union would defend him, but if he came to his local and put his own colouring to the story it might be regarded by the local as discrimination, and since this question has now been referred to a Board the whole Union might strike, whereas, if the case was gone over by the Committee and the Manager the member might be held to be in the wrong and trouble avoided, and at least this would give time to allow the parties to cool off.

If the Company agree with the employees along those lines I see no reason why industrial peace should not prevail and a prosperous time for the Company be the outcome.

All of which is respectfully submitted,

(Sgd.) DANIEL McDOUGALL.

On behalf of the men.

II.—REPORT OF BOARD IN DISPUTE BETWEEN THE KINGSTON AND PEMBROKE RAILWAY COMPANY AND THE ORDER OF RAILROAD TELEGRAPHERS.

THE Department received on April 22, the report of the Board established in the case of the dispute between the Kingston and Pembroke Railway

Company and certain of its employees, members of the Order of Railroad Telegraphers. The dispute in question concerned: (1) the schedule relating to

and governing the duties, hours of employment, overtime and classification of employees and their services generally; (2) the rates of wages of the telegraph employees.

In the application of Mr. D. Campbell, third vice-president of the Order of Railroad Telegraphers, and Mr. A. Forsyth, of Harrowsmith, for the appointment of this Board, it was stated that the dispute affected directly 19, and indirectly 1,600 persons.

Mr. John G. O'Donoghue of Toronto, was appointed a member of the Board on the recommendation of the employees. Mr. J. L. Whiting, K.C., of Kingston was on the recommendation of the Company, appointed the second member of the Board. In the absence of any joint recommendation from the two members of the Board thus appointed, the Board was completed by the appointment of His Honour R. D. Gunn, of Ottawa, junior judge of the county of Carleton.

Sittings of the Board were held at various places, and in the report, which was signed by the three members, it was stated that "the matters of difference have been settled unanimously by the Board and the whole schedule approved of as attached hereto."

Findings of the Board.

The text of the findings of the Board is as follows:—

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Kingston and Pembroke Railway Company, employer and employees members of the Order of Railroad Telegraphers, employees.

To The Hon. Rodolphe Lemieux,
Minister of Labour,
Ottawa, Ont.

The Board of Conciliation and Investigation established under the provisions of the Industrial Disputes Act, 1907, to which the above dispute was referred under the provisions of the said Act, having concluded their duties beg to report as follows:—

The Board convened at the court house in the city of Kingston, pursuant

to appointment, on Monday the 1st day of February, A.D., 1909, and were attended by R. V. Rogers, Esq., and F. Conway, Esq., director and superintendent respectively of the Kingston and Pembroke Railway Company on behalf of the employer, and David Campbell, Esq., D. G. Robertson, Esq., officers of the Order of Railway Telegraphers and Messrs. A. Forsythe, L. A. Cameron and S. Campbell, committee representing the employees.

The different matters in dispute set out in the application to your Department shaped themselves into two main branches, viz.:—

1. The schedule relating to and governing the duties, hours of employment, overtime, and classification of employees and their services generally.

2. The rates of wages of the telegraph employees.

Mr. Campbell outlined the facts and circumstances leading up to an application for an appointment of a Board and the difficulty the employees encountered because of the entire absence of any schedule defining and governing the duties or rates of wages of the telegraphers and the patient endeavour to effect an agreement with the Company on these two main points.

The schedule of rates of wages demanded and many other points were strongly combatted by the Company who earnestly pressed the Board and the employees' representatives with the necessity of making an inspection of the railway line, its terminals, junctions, stations and branches before making any ruling on the matters submitted.

After some discussion the Board concluded that the proper procedure would be:—

1. To settle the schedule defining duties of telegraph employees.

2. The rates of wages of telegraph employees.

The railroad is only 104 miles long having terminals at Kingston and Renfrew and a junction with the C.P.R. at Sharbot Lake and another with the Bay of Quinte Railway at Harrowsmith and believing much light would be let into the dispute and the Board thereby put

in possession of a better knowledge of the true position of both parties and having failed to close a full settlement of all differences the Board deemed it wise to make the inspection pressed for by the Company, which was done without any increased expense or loss of time.

With the assistance of the Board and after full consideration and discussion the parties were able to agree upon most of the rules incorporated in the accompanying schedule "A" hereto. The matters of difference have been settled unanimously by the Board and the whole schedule approved of as attached hereto. The main point of difference was as to the inclusion in the schedule of the train despatcher at Kingston. He is the only despatcher in the employment of the road, but, in view of the claim made by the Company that this employee is in reality a chief despatcher with peculiar duties attached to his position, the Board has not included him in the schedule.

The parties represented to the Board that they had conferred together and offers had been made by the employees to the Company with the hope of an adjustment of the question of wages, but the Company's representatives not being authorized to make any settlement of the wages other than the acceptance of complete abandonment by the employees of the claim for any increase, desired to submit the offers to the head office, which necessitated some delay, and adjournment was made with all parties in a conciliatory frame of mind.

Several sittings of the Board have been held at different places and a great amount of negotiation has taken place, and the Board are unanimously of the opinion that the offer of the Company of an increase of \$540.00 a year (being \$45.00 per month) to be divided amongst the telegraph employees covered by the schedule as may be agreed upon by the Committee acting for the employees and the General Superintendent for the road, should be accepted by the men.

The Board cannot close its report without expressing its appreciation of the assistance received from the repre-

sentatives of the men and of the Company, and it acknowledges, with much pleasure, the great credit due Mr. Conway, the General Superintendent of the road for the very material assistance he gave the Board in every way during the course of the proceedings.

The Board is of opinion that the schedule and increase should go into effect as of and from January 1st, 1909.

All of which is respectfully submitted.

W. D. GUNN,
Chairman.

J. L. WHITING,
J. G. O'DONOGHUE.

Dated 20th April, 1909.

Schedule "A" to Report.

KINGSTON AND PEMBROKE RAILWAY COMPANY.

RULES AND RATES OF PAY FOR TELEGRAPHERS.

Effective January 1st, 1909.

The following rules and rates of pay will govern the telegraphers on the Kingston and Pembroke Railway. When additional telegraphers' positions are created, compensation will be fixed in conformity with that for positions of the same class as shown by this schedule.

ARTICLE 1.

All employees assigned by proper authority to Railway telegraph service of any character or duration, except the Kingston despatcher, and also the Station Agents incorporated in the accompanying schedule will be considered telegraphers within the meaning of this schedule, and are so called herein.

ARTICLE 2.

CLAUSE A. The right of promotion of telegraphers will extend over the line of the Kingston and Pembroke Railway Company, and will be governed by merit, fitness and ability; when these are sufficient the senior telegrapher will be given the preference.

CLAUSE B. A telegrapher's seniority will date from the time he last entered the service as a telegrapher.

CLAUSE C. All vacancies and permanent appointment will be immediately bulletined by circular. Applicants for vacancies must be made within ten days from date of bulletin. A telegrapher declining to accept promotion in any instance does not forfeit his rights to the same or any other position he may be entitled to under seniority when a vacancy occurs. A telegrapher on leave of absence when a vacancy occurs will not be debarred from claiming the position and receiving the appointment on resuming duty if entitled to it. A vacancy will be filled within thirty days after it occurs by the appointment of the man entitled to it. When a vacancy occurs the Superintendent will fill the same by appointing the senior man who is in his opinion entitled to it, but this will not prevent any telegrapher senior to the man so appointed claiming his rights under Clause "A" hereof to the position, providing he files his protest within ten days after the appointment has been bulletined.

CLAUSE D. In case of reduction in the number of telegraphers employed, the junior telegraphers will first be dispensed with.

CLAUSE E. If a position included in the attached schedule is abolished the telegrapher will be entitled to the position held by the junior permanently located telegrapher.

CLAUSE F. A complete list of all the telegraphers showing their seniority standing will be kept on file in the Superintendent's office, open to the inspection of all the telegraphers concerned. This list will be subject to correction on representation from any telegrapher, and a copy of it corrected to date will be furnished the Local Chairman at the beginning of each year.

CLAUSE G. Telegraphers will have the exclusive right to any position incorporated in the wage schedule, and any telegraphers' positions subsequently added in accordance with the preamble, subject to the provisions of the above sub-clause "A."

CLAUSE H. Telegraphers will also be eligible and considered in the line of promotion to the position of Agents at any of the stations not incorporated in the attached wage schedule which have been omitted in view of conditions which may make it impracticable or unfair to fill these positions exclusively from one branch of the service.

ARTICLE 3.

No telegrapher shall be suspended except for investigation or discharged until his case has been investigated and he has been proven guilty of the offence charged against him, the decision in such case to be arrived at within ten days from the date of such suspension. If a telegrapher is found blameless in the matter under investigation, he will be paid schedule rates for time lost and extra expenses while attending such investigation, if away from home, and be reinstated. If detained more than ten days awaiting investigation at the Company's instance he will be paid schedule wages for the time in excess of ten days whatever the decision may be.

Telegraphers may have the assistance of a co-telegrapher, if they so desire. A written statement setting forth the result of an investigation and the reasons therefore will be furnished by the Company to the Local Board of Adjustment, if requested by it.

ARTICLE 4.

Lack of convenience such as school facilities, etc., will be taken into consideration in location of telegraphers, but only when this can be done without infringing on the rights of their seniors in the service.

ARTICLE 5.

Telegraphers serving on Board of Adjustment representing telegraphers will be relieved without unnecessary delay (not to exceed ten days) and will be furnished transportation for such purposes.

ARTICLE 6.

Telegraphers will be granted free transportation and leave of absence to attend their meetings, such free transportation will not extend beyond the line of the Kingston and Pembroke Railway Company, and the leave of absence will not exceed two days, and will only be granted when it will not interfere with the requirements of the traffic and the service, and provided the Company is not thereby put to any additional expenses.

ARTICLE 7.

When a telegrapher is transferred by order of the proper official he will suffer no loss of schedule wages in consequence thereof, and will be allowed reasonable time (not to exceed four days and without pay) to arrange for the shipment of his household goods.

ARTICLE 8.

Telegraphers attending court, or investigation at the request of the proper official of this Company will have their extra expenses paid by the Company in addition to their schedule wages.

ARTICLE 9.

Telegraphers will not be required to teach telegraphy or admit students, not members of the station staff, to their offices.

ARTICLE 10.

Telegraphers required to work at wrecks, washouts, and slides, will, in inclement weather, be provided with shelter and be paid the necessary expenses for the time away from home.

ARTICLE 11.

A telegrapher securing employment with the Company will within thirty days from the date of employment have returned to him all service cards and letters of recommendation which have been taken up by the Company, except any previously issued by the Company.

ARTICLE 12.

A telegrapher leaving the service of the Company will, on request, within five days be furnished with a certificate by the proper official stating term or terms of service, capacities in which employed, and whether discharged or leaving the service of his own accord. If discharged, cause of dismissal will be stated.

If detained more than five days waiting such certificate will be paid schedule wages for all time in excess of five days. Unless otherwise requested, this certificate will be mailed to the telegrapher at the place of last employment.

ARTICLE 13.

Telegraphers will be exempt from shovelling snow, stencilling cars, sifting coal ashes, attending to flower gardens, scrubbing the stations, cutting or piling wood.

The unloading of way-freight from cars and putting away into sheds shall be done jointly with trainmen.

ARTICLE 14.

At stations where dwelling and fuel are provided, the dwelling will as far as practicable, be reserved exclusively for the use of the agent and his family unless he elect to reside elsewhere. Agents not furnished with dwellings will be allowed coal for one stove. When wood is supplied for fuel it will be cut in length not exceeding sixteen inches.

A telegrapher occupying a Company's dwelling who is dismissed from the service will be allowed to retain the possession of the dwelling until he has been paid all monies due him by the Company. The Company will keep its dwellings in good repair; occupants must keep such dwellings and their surroundings clean and must pay for repairs other than those due to ordinary wear and tear.

ARTICLE 15.

Telegraphers required to work on Sundays will be paid extra *pro rata* on schedule salary for such service, based on

thirty days per month, (any portion of an hour less than thirty minutes not to count, any portion of an hour, thirty minutes or over, to count as one hour), with a minimum compensation of twenty-five cents (25c.) for each call for which one hour's service shall, if required, be rendered.

Telegraphers will be required to handle commercial messages on Sunday only during hours required for railway service, except on arrangement.

Telegraphers required for Sunday duty other than attendance on regular passenger trains will be so advised the previous day.

ARTICLE 16.

If telegraphers are required to attend to switch or semaphore lamps they will receive four dollars (\$4.00) per month for six or less such lamps, and fifty cents (50c.) per month for each additional switch or semaphore lamp at such station.

Nothing in this article will relieve telegraphers from their responsibilities under the rules.

Telegraphers will keep train-order signal lamps cleaned and in good condition, and lighted when required without extra compensation.

ARTICLE 17.

Telegraphers who attend pumping engines or wind mills, which work will be optional, will be paid five dollars (\$5.00) per month for such engines or wind mills.

ARTICLE 18.

A telegrapher required to leave his permanent location to do relief work temporary will be allowed all necessary expenses not exceeding seventy-five cents per day (75c.) on production of voucher.

Other telegraphers doing relief work will be paid the same wages, without expenses as the telegraphers relieved, provided wages are not less than his own.

ARTICLE 19.

Railway telegraphers will during office hours handle all commercial telegraphy

and express business offered them, and will be permitted to receive the usual commissions from the telegraph and express companies for such services.

ARTICLE 20.

CLAUSE A. Twelve consecutive hours including meal hours shall constitute a day's work for all telegraphers except train despatchers. Except in cases of emergency telegraphers will have eight consecutive hours rest per day.

CLAUSE B. Telegraphers working ten hours or more will be allowed sixty consecutive minutes for a meal between either 7 a.m. and 9 a.m. or 12 noon and 2.30 p.m.

This will not apply to service rendered the express or commercial telegraphers business.

CLAUSE C. Overtime will be computed *pro rata* on schedule wages based on thirty days per month, but in no case at less than twenty-five cents (25c.) per hour, (less than thirty minutes not to count), thirty minutes or over to count as one hour, except that telegraphers required to return to or remain on duty after regular hours will be allowed one hour overtime for the first hour, or any portion thereof.

CLAUSE D. The regular hours of duty will be specified by the Superintendent to all telegraphers.

If required for service outside these hours, telegraphers will be given an official order as authority and excused in the same manner.

CLAUSE E. Overtime will not be allowed unless overtime tickets are mailed to the proper official within forty-eight hours from the time such service is performed setting forth the reason for disallowance.

Telegraphers will number overtime tickets consecutively for each month.

If overtime as claimed is not allowed, telegraphers will be notified in writing within ten days from the time such service is performed, setting forth the reason for disallowance.

ARTICLE 21.

If a telegrapher considers himself overtaxed, his statement to that effect

to the proper official will be carefully considered, and, if well founded, relief will be granted.

ARTICLE 22.

When the handling of express and telegraphy business, for which a commission payment is allowed, is withdrawn from any telegrapher, through no fault of his, the wages will be adjusted to conform with that of similar stations where such work is not performed.

ARTICLE 23.

When a telegrapher is assigned to a position and after a fair trial is found incompetent he will take his place on the extra list retaining his seniority rights.

ARTICLE 24.

Train despatchers will be allowed three weeks' leave of absence each year with full pay.

Telegraphers who have been in the employ of the Company for four or more consecutive years will be allowed two weeks' leave of absence each year with full pay.

If the Company finds it inconvenient to grant leave of absence during any year to a telegrapher entitled to it under this rule, the telegrapher shall, at his option, receive either compensation at his regular salary for the period, or in the next year an additional leave of absence for like period.

Application for leave of absence filed in January of each year will be given preference in order of seniority of applicant, and applicants will be advised in February of dates allotted them. January applicants will have preference over later applicants, and applicants after the 30th of September will not be entitled to salary compensation if the Company is unable to relieve them in that year. The Company will, as far as practicable, relieve all applicants during the summer season when so desired.

In the event of a telegrapher being discharged or leaving the service on proper notice before obtaining the deferred leave of absence he will be paid his salary for same.

ARTICLE 25.

Telegraphers will be granted transportation for their household goods and passes or reduced rates and a leave of absence in accordance with the general regulations of the Company as established from time to time.

ARTICLE 26.

Applications may be made to the General Superintendent direct for general revisions of schedule.

ARTICLE 27.

When an agent is relieved the incoming agent is to be allowed for time necessarily occupied in travelling; the outgoing agent will be allowed up to the time the transfer is completed.

ARTICLE 28.

WAGE SCHEDULE.

Station.	Position	Salary	Dwelling House.
Harrowsmith,	Agent		No.
Hartington	"		"
Verona	"		"
Godfrey	"		"
Parham	"		"
Oso	"		"
Clarendon	"		Yes.
Mississippi	"		No.
Snow Road	"		"
Lavant	"		"
Folger	"		"
Flower	"		"
Calabogie	"		"
Renfrew Jct.	"		"

Relieving agents and operators will be paid actual expenses not to exceed seventy-five cents (75c.) per day while away from headquarters.

ARTICLE 29.

(Old Article 33.)

There will be no change in the foregoing rules and rates of pay except on thirty days' notice.

For the Company,

(Sgd.) J. L. WHITING.

(Sgd.) J. G. O'DONOGHUE,

For the Telegraphers.

REPORT OF ROYAL COMMISSION, GREAT BRITAIN, ON THE POOR LAWS AND THE RELIEF OF DISTRESS.

IN December, 1905, the British Government appointed a representative Royal Commission, the report of which has recently appeared, to enquire into the following matters: (1) The working of the laws relating to the relief of poor persons in the United Kingdom; (2) the various means which have been adopted outside of the Poor Laws for meeting distress arising from want of employment, particularly during periods of severe industrial depression; and to consider and report whether any, and if so, what modifications of the Poor Laws or changes in their administration or fresh legislation for dealing with distress are advisable. The social problems which this enquiry covered are very much in the public mind of Great Britain at the present time and the appointment of this Commission by a former Government as well as the attention given by the present Ministry to the questions involved are among many existing evidences of the earnest attempt which is being made to grapple with a subject of vital importance to the national welfare. The voluminous report can be but merely mentioned in the *Labour Gazette*, but its recommendations and conclusions are deserving of the most careful study, the problems dealt with being in a large measure those common to all industrial communities, though naturally less pressing in the case of the younger nations.

The personnel of the Commission included an ex-Cabinet Minister (Lord George Hamilton, who served as its chairman), a Roman Catholic Bishop, three clergymen of the Church of England, the permanent heads of the Local Government Boards for England, Scotland and Ireland, respectively, a poor law medical inspector, three professors of political economy, several poor law guardians or ex-guardians, the Chairman of the unemployed body for London, members of distress committees under the Unemployed Workmen Act, a representative of the Parliamentary Committee of the Trade Union Congress, the Secretary

of the London Charity Organization Society and various persons engaged in unofficial philanthropic and social work.

The existence of a comprehensive minority report signed by four of the eighteen Commissioners, shows that agreement among the members of this Royal Commission has not been complete. Yet this disagreement, radical as it is on some points, has not prevented their substantial accord upon the primary subjects of the reference. The report as a whole has undoubtedly had the result of preparing the way for substantial reforms, and the budget speech of Mr. Lloyd George, on April 28, as reported in cable despatches, foreshadowed to some extent, legislation on the lines recommended by the Commission. These proposals include the appropriation of £100,000 for the establishment of Labour Exchanges as well as the introduction of a system of State Insurance against loss of employment. The Board of Trade, it is stated, is developing a scheme in this connection under which only deserving workmen out of employment will benefit. Mr. Lloyd George also outlined in the budget speech a vast scheme by which the State will aid in the development of natural resources, in accordance with the recommendations of the recent report of a Commission on State afforestation. (See *Labour Gazette*, Vol. IX, No. 8). A definite proposal was made to grant £200,000 to start afforestation, and for the reclamation of waste lands and the encouragement of small agricultural holdings.

An Important Blue Book.

The Times, in a reprint in pamphlet form of the long and very complete summary of the report which it published on February 18, refers to the majority and minority reports on this subject as together forming "the most important blue book of our time." Certainly the men and women who took part in this inquiry (three of the Commissioners were

women, Mrs. Sidney Webb, Mrs. Helen Bosanquet and Miss Octavia Hill) have spared no effort to get at the facts. The majority and minority reports are bound together in a volume of 1,250 folio pages and this is to be followed later on by the printed evidence of over 1,300 witnesses, which will extend, it is said, to upwards of forty folio volumes. In addition to the 200 general meetings which were held for the hearing of witnesses the Commission employed also special investigators to conduct investigations into particular subjects and have included in their report information obtained from official and other accredited persons residing in Australia, in New Zealand, in Canada, in several European countries, and in the United States regarding the methods of public assistance in these countries.

"It is very unpleasant," the Commissioners observe, "to record that notwithstanding our assumed moral and material progress, and notwithstanding the enormous annual expenditure, amounting to nearly £60,000,000 a year, upon poor relief, education and public health, we still have a vast army of persons quartered upon us unable to support themselves, and an army which in numbers has recently showed signs of increase rather than decrease. To what is the retrogression due? It cannot be attributed to lack of expenditure. Is this costly and elaborate machinery we have established defective, and, if so where does it fail to accomplish its end? The statistical review of expenditure incurred and of the results attained by it prove that something in our social organization is seriously wrong and whatever may be the evils, they are not of such a nature as to be improved or removed by the mere signing of cheques or the outpouring of public funds."

The Commission's argument for reform of the Poor Law is supported by some exceedingly gloomy statistical returns of the meagre results which have attended the efforts of the last generation for the relief and cure of pauperism. The Local Government Board reports show that the mean number of paupers in 1906, 1907 and 1908 was at a higher level than it had been for 31 years. A com-

parison of the decade 1896-1906 with 1871-1880 reveals a reduction in the number of women and child paupers but an absolute increase of 18 per cent. in the number of male paupers. In London alone 15,800 more paupers are being maintained than there were twenty years ago, whilst the rate of pauperism throughout the United Kingdom has reached 47 in the 1,000.

These discouraging results have occurred, it is observed, notwithstanding the fact that £20,000,000 more is being spent in education than in 1831 and £13,000,000 more in sanitation and the prevention of disease than in 1841. Notwithstanding the fact "that money wages in the nineties were 10 per cent. above those of the eighties and 30 per cent. above those of the sixties," and notwithstanding the fact that "there has been a considerable flow of the working classes from the lower paid occupations to the higher paid industries."

The Commissioners are unanimous in their condemnation of the system which has produced such results. It is proposed, accordingly, to abolish direct election of the guardians and with it the guardians themselves; to abolish the union area and the general workhouse, substituting for the one a much larger area and for the other a system of classified institutions; to substitute the softly sounding name of "Public Assistance" for the Poor Law; to constitute as the new responsible authority a statutory committee of the county or county borough council, such authority to be helped and advised by public assistance committees in the various localities; and to attempt in a far more thorough way than has ever yet been carried out the definite association of voluntary help with legal aid.

Partial Remedies for Unemployment.

The report suggests the desirability of some scheme on the principle of making an addition or subsidy from public funds to every payment of unemployed benefit made by a trade organization to one of its members. This subsidy might be paid, it is suggested, not only to existing trade

unions, but also to special trade organizations which it is hoped would spring into existence for purely insurance purposes.

The main features of the Commission's scheme are shown in the following recommendations:—

(1) An organization for insurance against unemployment, to develop and secure (with contributions from public funds) the greatest possible benefits to the workmen from co-operative insurance against unemployment.

(2) A Labour Exchange established and maintained by the Board of Trade to provide efficient machinery for putting those requiring work and those requiring workers into prompt communication.

(3) A Voluntary Aid Committee to give advice and aid out of voluntary funds especially to the better class of workmen reduced to want through unemployment.

(4) A Public Assistance Authority representing the county or county borough and acting locally through a Public Assistance Committee to assist necessitous workmen under specified conditions at the public expense.

With reference to the able bodied and unemployment the Board recommends that a national system of Labour Exchanges should be established and administered by the Board of Trade for the general purposes of assisting the mobility of labour and the collecting of accurate information as to unemployment. These exchanges should be in the charge of officers of the Board of Trade, assisted by committees of employers, workmen and representatives of local authorities. There should be no compulsion to use the Labour Exchanges, but the object of the Government and of the local authorities should be to encourage and popularize them in every way, e. g., by propoganda and by making use of the Exchanges in engaging workmen.

The Commission advise that education in the public elementary schools should be made less literary, and more practical, and better calculated than at present to adapt the child to its future occupation. They regarded with favour the suggestion (a) that the boy should be kept at school until the age of 15 instead of 14; (b) that

exemption below this age should be granted only for boys leaving to learn skilled trades and (c) that there should be school supervision till sixteen, with power to replace in school any boys not properly employed. In order to discourage boys from entering uneducative occupations, offering no prospect of permanent employment, the Board advises the establishment in connection with the Labour Exchange of a special organization for giving boys' parents, teachers and school managers information and guidance as to suitable occupations for children leaving school.

The necessitous unemployed are divided by the Commission for consideration into three classes: (1) Those requiring temporary assistance and work; (2) those requiring for a longer period maintenance, work and training; and (3) those in need of detention and discipline. For classes 1 and 2 various forms of treatment under the Public Assistance authority are suggested, but for class 3 the Commission recommended the establishment of Detention Colonies under the authority of the Home Office.

For a strictly limited period during the earlier years of the plan which is now suggested the Commission proposed that the various Local Authorities should draw up singly, or in co-operation, schemes of works of public utility which might be put in operation in times of exceptional and protracted distress due to severe industrial depression.

The Commissioners admit that "the proposals we make cover a large field of administration, will conflict with many old traditions, and will take time before they can come into really effective operation. But the evils we have had to describe are so wide-spread and so deep-rooted, and form so integral a part of the social life of the country, that no remedies less in scope or in force would in our judgment be sufficient."

The majority report concludes with these striking words: "Each and every section of society has a common duty to perform in combating this evil and contracting its area, a duty which can only be performed by united and untiring effort to convert useless and costly in-

efficient into self sustaining and respectable members of the community. No country, however rich, can permanently hold its own in the race of international competition if hampered by an increasing load of this dead weight, or can successfully perform the *role* of sovereignty beyond the seas if a portion of its own folk at home are sinking below the civilization and aspirations of its subject races abroad."

The Minority Report.

The report of the minority is divided into two parts. The first deals with the destitution of the non-able-bodied, and the second with the destitution of the able-bodied. The minority scheme of reform is one to which they state they "have been driven by the facts of the situation." In some respects it is similar to the proposals contained in the majority report but goes considerably beyond the latter in the duties and obligations which it lays upon the State for the reform of existing social conditions. By some critics the recommendations of the minority report have been referred to as the recommendations of "State Socialism."

In the second portion of their report the Commissioners recommend that the duty of so organizing the national labour market as to prevent or to minimize unemployment should be placed upon a Minister responsible to Parliament, who might be designated the Minister for Labour, and that the Ministry of Labour should include six distinct and separately organized divisions, each with its own Assistant-Secretary, namely: the National Labour Exchange, the Trade Insurance Division, the Maintenance and Training Division, the Industrial Regulation Division, the Emigration and Immigration Division, and the Statistical Division. The function of the National Exchange should be: (a) to ascertain and report the surplus or shortage of labour of particular kinds at particular places; and (b) to diminish the time and energy now spent in looking for

work, and the consequent "leakage" between jobs; and also (c) so to "dove-tail" casual and seasonal employments as to arrange for practical continuity of work for those now chronically under employed. In order to secure proper industrial training for the youth of the nation an amendment of the Factory Acts is, it is pointed out, urgently required to provide that no child should be employed at all below the age of fifteen; that no young person under eighteen should be employed for more than thirty hours per week; and that all young persons so employed should be required to attend for thirty hours per week at suitable trade schools to be maintained by the local education authorities.

The necessity of establishing these sections is fully discussed, and it is proposed, among other things:

That in order to meet the periodically recurrent general depressions of trade the Government should take advantage of there being at these periods as much unemployment of capital as there is unemployment of labour; that it should definitely undertake, as far as practicable, the regularization of the national demand for labour; and that it should for this purpose, and to the extent of at least £4,000,000 a year, arrange a portion of the ordinary work required by each Department on a ten years' programme; £40,000,000 worth of work for the decade being then put in hand, not by equal annual instalments, but exclusively in the lean years of the trade cycle, being paid for out of loans for short terms raised as they are required, and being executed with the best available labour, at standard rates, engaged in the ordinary way; that in this ten years' programme there should be included works of afforestation, coast protection and land reclamation, to be carried out by the Board of Agriculture exclusively in the lean years of the trade cycle, by the most suitable labour obtainable taken on in the ordinary way, at the rates locally current for the work, and paid for out of loans raised as required.

SASKATCHEWAN LEGISLATION AFFECTING LABOUR, 1909.

THE second legislature of the province of Saskatchewan held its opening session at Regina on December 10, 1908, and prorogued on January 23, 1909. A copy of the statutes passed during the session, in the form in which they became law, was received at the Department of Labour, by courtesy of the Government Printer of Saskatchewan, during April, and the following is a brief review of the legislation contained therein of primary importance from the standpoint of labour and industry.

Protection of Wages.

A special act was passed for the protection of the wages of threshing machine employees, whereby any employee who works for wages on or about a threshing machine is given a claim to the extent of his wages against the earnings of the machine. A claim of this nature has priority over all other assignments, attachments, or garnishment of such earnings, and over every other claim of any kind whether accruing before or after the passing of the act. All claims of this kind to be valid must be served by the employee upon the person for whom the threshing has been done in a form specified by the act, within 10 days after the completion of the work; and until that time the person for whom the threshing has been done is required to hold in his possession the money earned by the employee. When a claim has been served the third person is required to hold the amount of the claim in his possession until the expiration of 30 days under a penalty of becoming liable for the wages due to every employee in respect of the threshing. On the expiration of 30 days the third person may pay the amount of the claim to the employee unless the employer has previously served upon him a notice of contest. Payments made by a third person in this way are deemed to be payments *pro tanto* to the employer. Where the total claims exceed the amount of earnings the third person is required, after the expiration of 10 days and not

later than 30 days after the threshing has been completed, to pay into the district court the total sum of money owing to the employer, and this payment is regarded as being a valid discharge to him against the employer. The act sets forth in detail the proceedings obligatory upon the clerk of the court upon receipt of claims, and other matters of procedure. An important proviso requires every employer, upon demand at any time either by an employee or the person for whom the threshing has been done, to furnish a written statement showing the amount of wages owing. Refusal on the part of an employer or his foreman or agent to furnish a statement of this kind is made punishable by a penalty of \$5.00 for every day during which the statement is withheld, together with the costs of the prosecution. Where improper action in this connection by a foreman or agent is in disobedience to explicit instructions to the contrary the foreman or agent alone is liable.¹

Under the "Master and Servants' Ordinance" of 1904 an employer might be proceeded against before a justice under certain conditions for non-payment of wages to the maximum extent of two months' wages. This provision is now amended by making the maximum amount the sum of \$100 exclusive of costs.²

Neglected and Dependent Children.

The "Children's Protection Act of 1908" contained no specific definition of the term "child." A section is now added defining the term as meaning a boy or girl apparently or actually under the age of 16 years.³

Public Improvements.

The provincial government is empowered under the terms of an act of the session to make loans, under specified conditions, for the purpose of raising

¹ Sask. stat., 1908-09, chap. 10.

² Sask. stat., 1908-09, chap. 15, sec. 13.

³ Sask. stat., 1908-09, chap. 15, sec. 4.

funds to meet the cost of public improvements. The total amount of the liability which may be created in this way is not at any one time to exceed in the aggregate the sum of \$500,000. The maximum rate of interest payable is 5 per cent. Provisions are added for repayment, sinking fund, annual report, etc.⁴ Some considerable changes in the Local Improvements Act were also carried out during the session.⁵

Encouragement of Railway Construction.

Acts were passed authorizing the guarantee of certain securities of the Grand Trunk Pacific Branch Lines Company and the Canadian Northern Railway Company. The amount of securities to be so guaranteed is not to exceed \$13,000 per mile of the respective lines of railway. In the case of the Canadian Northern Railway Company not less than 125 miles of the lines specified must be completed within the year and in the case of the Grand Trunk Pacific Branch Lines Company not less than 50 miles. The total mileage involved in the above legislation is 605 miles.⁶

Miscellaneous.

The Land Titles Act was extensively amended. Under an act "Respecting the Veterinary Profession" of Saskatchewan,

incorporation was granted to an association of veterinary surgeons, to be licensed under the act.⁸

The ordinance respecting noxious weed was considerably amended, inspectors being granted the right, in the exercise of their duties, to enter upon any land without the consent of the owner or occupant.⁹ The Rural Municipalities Act of the session also contained a number of sections with respect to the destruction of noxious weeds and the appointment of inspectors looking to this end.¹⁰

An act was passed providing that no company shall carry on the business of insurance against loss or injury to crop by hail, except with the approval of the lieutenant governor-in-council. The names of all companies authorized to operate under the act must be published from time to time in the Saskatchewan Gazette.¹¹

The Agricultural Societies Act was amended. It now requires the signatures of not less than 100, instead of 50 persons as previously, upon the application for the organization of a society while the fee to be paid by the government on account of membership is decreased from \$1.00 to 50 cents for each paid-up member up to 150. A reduction in the allowance to be made for prize for seed grain fairs is also sanctioned.¹²

⁴ Sask. stat., 1908-09, chap. 2.

⁵ Sask. stat., 1908-09, chap. 7.

⁶ Sask. stat., 1908-09, chaps. 3 and 4.

⁷ Sask. stat., 1908-09, chap. 9.

⁸ Sask. stat., 1908-09, chap. 10.

⁹ Sask. stat., 1908-09, chap. 13.

¹⁰ Sask. stat., 1908-09, chap. 6, secs. 201-207.

¹¹ Sask. stat., 1908-09, chap. 12.

¹² Sask. stat., 1908-09, chap. 15, sec. 11.

THE CANADIAN BINDER TWINE INDUSTRY—SPECIAL REPORT BY DOMINION INSPECTOR.

IN response to a request from the Department of Trade and Commerce, Canada, Mr. J. L. Haycock, Dominion Inspector of Binder Twine, recently submitted a report upon the binder twine industry of Canada. It appears from the report that the Canadian product holds the highest rank among consumers, that Canadian manufacturers adhere to the standard, and that the exports of twine are increasing and the imports declining.

Owing to uncertain weather condition during the summer season in the Northwest provinces it is highly important that with the ripening of the crops no delay should occur to interfere with harvesting. Nothing but a first-class binder twine, accordingly, meets the demand in that country. Farmers cannot afford to be delayed by unsatisfactory twine. It naturally follows, therefore, that the product manufactured to meet this demand must be of excellent quality, and is, in

fact, superior to that made in almost any other country.

A feature of the binder twine industry is the rigid inspection system in force for the purpose of insuring correct marking as to length. It will easily be understood that owing to the impossibility of measuring twine without unwinding the balls great frauds could be perpetrated on the farmer. Previous to the adoption of the inspection system many cases of short measurement were reported and very severe losses were entailed on the consumer as well as on the honest manufacturer, who suffered through fraudulent competition. The result of the inspection system has been to give the Canadian product an unrivalled reputation in the world's markets, and at the present time Canadian mills are exporting twine to

Russia, Roumania, Argentine, Australia, Great Britain, the United States and other countries. In 1902, the year in which the inspection Act was passed, only 251 tons were exported, in 1908, this had increased to 7,992 tons, valued at about \$200 per ton. The gain in the value of exports represented in the above is estimated at \$1,548,200. On the other hand imports since 1902 have shown a tendency to decline though for 10 years previous the tendency was very markedly upward.

The twine made in Canadian mills during 1908 amounted to 14,029 tons. The inspector states that it is gratifying to learn that no binder twine was discovered below the standard throughout the entire season.

ESTABLISHMENT OF BRITISH TRADE AGENCIES IN CANADA—REPORT ON CONDITIONS AND PROSPECTS OF BRITISH TRADE IN CANADA

SINCE the beginning of the present year arrangements have been completed for the establishment of a system of British trade agencies throughout Canada with head office in Montreal, Que. Mr. Richard Grigg has been appointed His Majesty's Trade Commissioner to the Dominion of Canada, to have charge of the system. It is the intention to appoint correspondents or representatives in the leading industrial and commercial centres, to report periodically to the head office at Montreal with regard to current trade conditions and with particular reference to opportunities for the development of British trade in Canada. These reports will be forwarded to Great Britain in such form as to be of the greatest service to the British exporter. It is anticipated that the system will be in full operation within a short period.

written in 1907 by Mr. Grigg as special commissioner to Canada of the Advisory Committee of the Board of Trade on Commercial Intelligence. In pursuance of instructions in this connection Mr. Grigg proceeded to Canada in September, 1906, and it was upon his observations during the ensuing six months that his report was founded. Though written primarily from the standpoint of the British exporter the report is of marked interest to Canadians, as containing a comprehensive and lucid analysis of the conditions affecting Canadian trade in general.

The report is divided into two parts, the first dealing with matters of general economic significance and the second with particular branches of trade. It is the first of these that will be found of special value from the Canadian point of view.

Report upon British Trade Prospects in Canada.

The action taken by the British government in this matter is the outcome largely of a report upon the condition and prospects of British trade in Canada,

Conclusions.

The following is a brief summary of the conclusions reached:—

1. The geographical position of Canada and its contiguity to the United States give American trade very great advan-

tages and impose correspondingly severe handicaps upon British trade.

2. The preference enjoyed by the United Kingdom, both in goodwill and in tariff treatment, is helpful in neutralizing to some extent the geographical advantage which the United States enjoy, but is insufficient by itself to do more than check the decline in the United Kingdom's share of Canadian trade. The preference gives substantial aid to the United Kingdom in competition with European countries, but may be diminished at any time through the adoption of the newly established intermediate tariff.

3. Both British and American trade in Canada have to encounter the growing rivalry of Canadian industries, which, however, offer great opportunities (hitherto comparatively little used) for the investment of British capital.

4. Much would be done to promote British trade with the Dominion by—

- (a) The promotion of rapid and cheap transit and communication between the United Kingdom and Canada;
- (b) More careful study of Canadian conditions by British traders;

(c) Improvements in the representation of British merchants and manufacturers in Canada;

(d) Greater adaptability and exactness in meeting the wishes of Canadian buyers;

(e) The adoption of Canadian standards, weights and measures, and currency, for specifications and price quotations;

(f) Better advertising and catalogues and cheaper postage rates;

(g) More elasticity in terms of credit (rendered possible by fuller knowledge of local circumstances).

5. It is highly desirable to promote mutual knowledge of commercial and industrial conditions by a system of British commercial correspondents in Canada and for the wider distribution of commercial and trade reports, both official and other.

In an appendix to the report a memorandum by Mr. John Bain, formerly Deputy Commissioner of Canadian Customs, is published, containing a number of suggestions for the encouragement of British trade with Canada.

INTERNATIONAL TYPOGRAPHICAL UNION—OLD AGE PENSION FUND.

TO enable its aged and incapacitated members to avail themselves of an assured income, the International Typographical Union at its annual convention held in 1905 adopted a resolution providing for the appointment of a committee of three to report upon the "feasibility of a system of pension and relief for its members." The agitation for the eight hour day, which began in 1906, so occupied the attention of the organization at the time, that the appointment of the committee was delayed. At the 1907 convention, however, the report was adopted, and was submitted to a referendum vote of the members in October, 1907. The plan therein recommended was approved by a vote of 17,177 for and 9,194 against, with a proviso added that the pension assessment should not become collectable until the eight hour day assessment was discontinued.

In February, 1908, the eight hour assessment came to an end and the collection of the pension assessment was begun in the following month. At the close of the business year of the union on January 1, 1909, accordingly, the assessment had been in force for ten months.

The committee charged with the preparation of the scheme estimated that an assessment of one-half of one per cent. would produce \$168,000 per year and that the annual disbursements in pensions would aggregate \$104,000. The experience of the first ten months, however, has shown the receipts of the fund to be considerably in excess of the estimate and the expenses considerably less, the receipts being \$155,944 and the expenditure \$39,141. The tax was raised on an average of 44,720 members and amounted to 34 4-5 cents per member per month. Applications for pensions to

the number of 566 were received, of which 521 were approved. There were 504 pensioners on the roll at the close of the year. The average age of the pensioners is 68.5 years. It is expected that

the expenses of the fund will grow with continued additions to the roll of pensioners, and in accordance with the experience of English unions which have adopted the pension fund.

UNION OF NEW BRUNSWICK MUNICIPALITIES—THIRD ANNUAL CONVENTION.

THE third annual convention of the Union of New Brunswick Municipalities was held in the city of Moncton, N.B., on March 10-11, being largely attended from various parts of the province. Many important provincial issues were discussed and resolutions passed relating thereto. Chief among the latter were: Urging that aid be given to the St. John Valley Railway scheme; relating to the collection of civic taxes; in favour of government ownership of the telephone lines of the province, and relating to the exportation of pulpwood. In connection with the last mentioned

subject, the convention was strongly in favour of prohibiting the exportation, the following being the full text of the resolution adopted: "That this Union of New Brunswick Municipalities request the government of New Brunswick to use all constitutional powers vested in it to restrict the export of raw lumber for the maintenance of foreign pulp industries, and that we memorialize both the Provincial government and the Dominion government to take such measures as are within their respective powers to restrict or prohibit the export of pulpwood from the province of New Brunswick."

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada.

Recent Immigrant Arrivals.

DURING the fiscal year ending March 31 last, 146,908 immigrants came to Canada. Of this number 59,901 were of British origin, 34,175 from the continent of Europe and 59,882 from the United

States. During the year, 509 undesirable immigrants were rejected at ocean ports and 4,580 at United States boundary points, and 1,748 recent immigrants were deported to the country from whence they came, a total in all of rejected and deported immigrants of 6,837. Of the 1,166,126 immigrants arriving in Canada in the last ten years, 819,213 came from the United Kingdom and the United States. For further details see the accompanying table.

TOTAL IMMIGRATION TO CANADA FOR THE FISCAL YEAR 1908-1909, COMPARED WITH THAT OF THE FISCAL YEAR 1907-1908.

	1907-1908					1908-1909					DECREASE OR INCREASE		Percentage of Decrease or Increase.
	Males	Females	Children	Totals	Males	Females	Children	Totals	Decrease Totals.	Increase Totals.	Decrease	Increase	
APRIL:													
Via ocean ports.....	24,972	5,052	4,414	34,438	13,635	3,811	3,223	20,669	13,769	.....	40	.....
From United States.....	5,131	2,103	2,379	9,613	5,676	1,531	1,877	9,084	529	.....	6	.....
Totals.....	30,103	7,155	6,793	44,051	19,311	5,342	5,100	29,753	14,298	.....	32	.....
MAY:													
Via ocean ports.....	24,744	7,153	6,858	38,755	9,245	4,209	3,691	17,145	21,610	.....	56	.....
From United States.....	3,749	1,522	1,651	6,922	3,923	1,209	1,307	6,439	483	.....	7	.....
Totals.....	28,493	8,675	8,509	45,677	13,168	5,418	4,998	23,584	22,093	.....	48	.....
JUNE:													
Via ocean ports.....	18,107	7,171	7,041	32,319	4,924	3,392	2,436	10,752	21,567	.....	67	.....
From United States.....	2,806	1,279	1,239	5,324	2,876	1,047	961	4,884	440	.....	8	.....
Totals.....	20,913	8,450	8,280	37,643	7,800	4,439	3,397	15,636	22,007	.....	58	.....
JULY:													
Via ocean ports.....	11,841	4,695	4,410	20,946	2,927	2,188	1,736	6,851	14,095	.....	67	.....
From United States.....	2,760	1,455	1,180	5,395	2,684	1,003	792	4,479	916	.....	17	.....
Totals.....	14,601	6,150	5,590	26,341	5,611	3,191	2,528	11,330	15,011	.....	57	.....
AUGUST:													
Via ocean ports.....	8,584	4,431	3,921	16,936	2,035	1,858	1,505	5,398	11,538	.....	68	.....	15
From United States.....	2,160	1,077	839	4,076	3,027	907	750	4,684	.....	608	.....	.....
Totals.....	10,744	5,508	4,760	21,012	5,062	2,765	2,255	10,082	10,930	.....	52	.....
SEPTEMBER:													
Via ocean ports.....	8,085	4,055	3,064	15,204	2,402	1,858	1,143	5,403	9,801	.....	64	.....	22
From United States.....	1,954	1,019	880	3,853	2,965	971	753	4,689	.....	836	.....	.....
Totals.....	10,039	5,074	3,944	19,057	5,367	2,829	1,896	10,092	8,965	.....	47	.....

Via ocean ports.....	6,939	3,640	3,018	13,597	1,666	1,610	1,228	4,504	9,083	.....	67
From United States.....	2,435	1,139	1,072	4,646	2,582	1,030	973	4,585	61	.....	1
Totals.....	9,374	4,779	4,090	18,243	4,248	2,640	2,201	9,089	9,154	.....	50
NOVEMBER:											
Via ocean ports.....	5,376	2,632	2,101	10,109	1,214	1,035	753	3,002	7,107	.....	70
From United States.....	2,140	951	1,065	4,156	2,145	889	994	4,028	128	.....	3
Totals.....	7,516	3,583	3,166	14,265	3,359	1,924	1,747	7,030	7,235	.....	51
DECEMBER:											
Via ocean ports.....	3,886	1,284	929	6,099	1,015	618	465	2,098	4,001	.....	66
From United States.....	1,627	615	695	2,937	1,655	597	610	2,862	75	.....	3
Totals.....	5,513	1,899	1,624	9,036	2,670	1,215	1,075	4,960	4,076	.....	45
JANUARY:											
Via ocean ports.....	1,632	668	505	2,805	930	496	375	1,801	1,004	.....	36
From United States.....	1,542	606	614	2,762	1,317	480	499	2,296	466	.....	17
Totals.....	3,174	1,274	1,119	5,567	2,247	976	874	4,097	1,470	.....	26
FEBRUARY:											
Via ocean ports.....	2,163	909	626	3,698	1,397	491	283	2,171	1,527	.....	41
From United States.....	1,446	525	495	2,466	1,566	542	512	2,620	154	.....	6
Totals.....	3,609	1,434	1,121	6,164	2,963	1,033	795	4,791	1,373	.....	22
MARCH:											
Via ocean ports.....	5,964	1,851	1,436	9,251	4,947	1,332	1,003	7,282	1,969	.....	21
From United States.....	3,785	1,080	1,297	6,162	5,412	1,679	2,091	9,182	3,020	.....	49
Totals.....	9,749	2,931	2,733	15,413	10,359	3,011	3,094	16,464	1,051	.....	7
Grand total.....	153,828	56,912	51,729	262,469	82,165	34,783	29,960	146,908	115,561	.....	44

The inflow of immigration into Western Canada during the past month has been at its height. The Dominion Government Immigration Commissioner stated that this year's influx of settlers will be away ahead of last year. It is not anticipated that the decrease of the preceding year will be wiped out, but that it will be reduced very considerably, and that the year will show a marked increase over last year in numbers, and a still more marked increase over all preceding years in the wealth and quality of the newcomers. The thousands of settlers who are to-day hurrying from the United States into Canada will add to the country's wealth in actual possession of money, goods and stock, at least \$70,000,000. Add to this increased wealth, the wealth in money and material brought in by settlers who reach Canada through the ocean ports, and a total accretion of wealth is attained equal to the total amount which the farmers of Western Canada received for last year's crop.

British Emigration Returns.

During the month ended February 28th, 1909, the number of passengers leaving the United Kingdom for British North America, according to official returns of the Board of Trade, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING FEBRUARY, 1909-08.

Nationality.	1909	1908
English.....	2,268	3,058
Welsh.....	15	121
Scotch.....	357	581
Irish.....	61	169
British Colonial.....	89	87
Total of British origin.....	2,790	4,016
Foreign.....	1,311	603
Total.....	4,101	4,619

During the two first months of the calendar year 1909, the number of passengers leaving the United Kingdom as above mentioned was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING JANUARY-FEBRUARY, 1909-08.

Nationality.	1909	1908
English.....	3,683	4,100
Welsh.....	33	152
Scotch.....	614	791
Irish.....	118	230
British Colonial.....	110	193
Total of British origin.....	4,558	5,466
Foreign.....	2,317	1,107
Total.....	6,875	6,573

Homestead Entries During February, 1909.

The following statement shows the number of homestead entries made in February, 1909, compared with February, 1908:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF FEBRUARY, 1909, AS COMPARED WITH FEBRUARY, 1908.

Agency.	1909	1908	Increase	Decrease
Battleford.....	71	101	.....	34
Brandon.....	16	.....	16	.....
Calgary.....	91	72	19	.....
Dauphin.....	72	35	37	.....
Edmonton.....	170	264	.....	94
Estevan.....	26	23	3	.....
Humboldt.....	72	102	.....	30
Kamloops.....	14	14	.....	.....
Lethbridge.....	193	164	29	.....
Moose Jaw.....	261	193	68	.....
New Westminster.....	3	2	1	.....
Prince Albert.....	76	88	.....	12
Regina.....	57	94	.....	37
Red Deer.....	89	95	.....	6
Winnipeg.....	80	56	24	.....
Yorkton.....	73	113	.....	40
Total.....	1,364	1,420	197	253

It will be seen that there has been an increase of 56 in the number of homestead entries made in February, 1909, as compared with February, 1908.

A statement of the homestead entries made during the first two months of the calendar year 1909, compared with the corresponding period of 1908, is as follows:—

Homestead Entries During March, 1909.

The following statement shows the number of homestead entries made in March, 1909, compared with March 1908:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF MARCH, 1909, AS COMPARED WITH MARCH, 1908.

Agency.	1909	1908	Increase	Decrease
Battleford.....	118	137	.....	19
Brandon.....	11	5	8	.....
Calgary.....	277	144	133	.....
Dauphin.....	71	66	5	.....
Edmonton.....	293	291	2	.....
Estevan.....	44	23	21	.....
Humboldt.....	156	111	45	.....
Kamloops.....	24	29	.....	5
Lethbridge.....	359	219	140	.....
Moose Jaw.....	636	393	243	.....
New Westminster.....	1	1	.....	.....
Prince Albert.....	113	89	24	.....
Regina.....	69	74	.....	5
Red Deer.....	148	102	46	.....
Winnipeg.....	137	47	90	.....
Yorkton.....	135	140	.....	5
Total.....	2,592	1,869	757	34

It will be seen that there has been an increase of homestead entries made in March, 1909 as compared with March, 1908, of 723.

Homestead Entries, January-March, 1909

A statement of the homestead entries during the first three months of the calendar year 1909, compared with the corresponding months of 1908, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES JANUARY-MARCH, 1909-1908 RESPECTIVELY

Month.	1909	1908	Increase	Decrease
January.....	1,308	1,453	.....	145
February.....	1,364	1,420	.....	56
March.....	2,592	1,869	723	.....
Total.....	5,264	4,742	723	201

It will be observed that there has been an increase of 522 in the number of homestead entries during January-March, 1909 compared with the same-months of 1908.

Homestead Entries Made During Fiscal Years 1909-08 and 1908-07.

The following is a statement of homestead entries, by agencies, made during the fiscal years 1909-08 and 1908-07 respectively.

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE FISCAL YEAR, 1908-08, AS COMPARED WITH THE FISCAL YEAR 1908-07.

Agency.	1909-8	1908-7	Increase	Decrease
Battleford.....	3,385	4,535	.....	1,150
Brandon.....	171	90	81	.....
Calgary.....	2,705	1,278	1,429	.....
Dauphin.....	1,727	772	955	.....
Edmonton.....	5,166	4,055	1,111	.....
Estevan.....	833	502	331	.....
Humboldt.....	2,412	2,493	.....	81
Kamloops.....	400	195	205	.....
Lethbridge.....	3,818	2,456	1,362	.....
Moose Jaw.....	8,710	5,181	3,529	.....
New Westminster.....	29	42	.....	13
Prince Albert.....	2,058	1,622	436	.....
Regina.....	1,553	1,653	.....	100
Red Deer.....	2,080	1,825	255	.....
Winnipeg.....	1,863	886	977	.....
Yorkton.....	2,169	2,839	.....	670
Total.....	39,081	30,424	10,671	2,014

It will be observed that there has been an increase of 8,657 in the number of homestead entries by agencies made in the fiscal year 1909-08, compared with the fiscal year 1908-07.

A statement of the homestead entries by months during the fiscal years 1909-08 and 1908-07 respectively is as follows:—

STATEMENT OF HOMESTEAD ENTRIES BY MONTH DURING THE FISCAL YEARS, 1909-08 AND 1908-07 RESPECTIVELY

Month.	1909	1908	Increase	Decrease
January.....	1,308	1,453	.....	154
February.....	1,364	1,420	.....	56
March.....	2,592	1,869	723	.....
	1908	1907		
April.....	2,987	2,594	393	.....
May.....	2,773	3,253	.....	480
June.....	3,247	4,574	.....	1,327
July.....	2,815	3,690	.....	875
August.....	1,859	2,814	.....	955
September.....	7,934	2,395	5,539	.....
October.....	5,221	2,252	2,969	.....
November.....	3,876	2,261	1,615	.....
December.....	3,105	1,849	1,256	.....
Total.....	39,081	30,424	12,495	3,838

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the

Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia during the month of February, 1909, were as follows:

Nationalities.	No. of Entries.
Canadians from Ontario.....	96
" Quebec.....	16
" Nova Scotia.....	11
" New Brunswick.....	1
" Prince Edward Island.....	1
" Manitoba.....	51
" Saskatchewan.....	84
" Alberta.....	42
" British Columbia.....	3
Persons who had previous entry.....	141
Newfoundlanders.....	34
Canadians returned from the United States.....	358
Americans.....	186
English.....	46
Scotch.....	16
Irish.....	13
French.....	6
Belgians.....	2
Swiss.....	2
Italians.....	2
Roumanians.....	15
Syrians.....	153
Germans.....	8
Austro-Hungarians.....	5
Hollanders.....	8
Danes (other than Icelanders).....	19
Icelanders.....	22
Swedes.....	22
Norwegians.....	22
Russians (other than Mennonites and Doukhobors).....	22
Mennonites.....	
Doukhobors.....	
Chinese.....	
Japanese.....	
Persians.....	
Australians.....	
New Zealanders.....	
Spaniards.....	2
Bulgarians.....	1
Total.....	1,364

Representing 3,071 souls.

Of a total of 392 entries made in February, 1909, by persons coming from the United States, there were 190 from North Dakota, 68 from Minnesota, 23 from South Dakota and 21 from Michigan.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia during the month of March, 1909, were as follows:—

NATIONALITIES OF HOMESTEADERS, MARCH, 1909.

Nationalities.	No. of Entries.
Canadians from Ontario.....	204
" Quebec.....	49
" Nova Scotia.....	8
" New Brunswick.....	1
" Prince Edward Island.....	7
" Manitoba.....	81
" Saskatchewan.....	189
" Alberta.....	88
" British Columbia.....	16
Persons who had previous entry.....	185
Newfoundlanders.....	70
Canadians returned from the United States.....	743
Americans.....	384
English.....	86
Scotch.....	25
Irish.....	29
French.....	16
Belgians.....	10
Swiss.....	6
Italians.....	6
Roumanians.....	1
Syrians.....	33
Germans.....	203
Austro-Hungarians.....	7
Hollanders.....	5
Danes (other than Icelanders).....	9
Icelanders.....	42
Swedes.....	36
Norwegians.....	51
Russians (other than Menonites and Doukhobors).....	1
Mennonites.....	
Doukhobors.....	
Chinese.....	
Japanese.....	
Persians.....	
Australians.....	
New Zealanders.....	
Servians.....	2
Total.....	2,592

Representing 6,326 souls.

Of the total of 813 entries made in March, 1909, by persons coming from the United States, there were 291 from North Dakota, 138 from Minnesota, 62 from South Dakota, 40 from Washington, 35 from Michigan, 34 from Iowa, 29 from Wisconsin and 22 from Missouri.

Lands Patented in February, 1909.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory during February, 1909, is as follows:—

LANDS PATENTED DURING FEBRUARY, 1909.

Nature of Grant.	February, 1909	
	No. of Patents.	No. of Acres.
Alberta Ry. and Irrigation Co.'s sales.....	9	3,362.00
British Columbia Homesteads.....	12	1,802.00
British Columbia sales.....	3	203.50
Coal lands sales.....	3	2,650.70
Commutation grants.....		
Homesteads.....	2,312	367,443.895
License of occupation.....		
Manitoba Act grants.....	1	79.93
Mineral rights (2,104.89 acres).....	16	
North West half-breed grants.....	10	1,750.50
Parish sales.....		
Quit Claim, special grants (640 acres).....	4	
<i>Railways:</i>		
Calgary & Edmonton Ry		
Can. Northern Ry.....	96	140,459.56
Can. Pac. Ry. grants.....	1	5.85
Can. Pac. Ry. roadbed and station grounds..	1	15.31
Grand Trunk Pac. Ry..	11	160.60
Manitoba South Eastern Ry.....		
Man. South Western Col. Ry.....		
Sales.....	43	5,717.37
School Lands sales.....	31	2,477.076
Special grants.....	24	517.73
Yukon Territory sales.....	6	211.38
Totals.....	2,583	526,857.381

In February, 1908, the number of patents issued was 1,661, covering an area of 1,005,067.73 acres showing an increase of 922 in the number of patents issued, but a decrease of 478,210.35 acres in the area patented.

Lands Patented in March, 1909.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan; Alberta British Columbia and the Yukon Territory issued by the Department of the Interior during March, 1909, is as follows:—

LANDS PATENTED DURING MARCH, 1909.

Nature of Grant.	March, 1909.	
	No. of Patents.	No. of Acres.
Alberta Ry. and Irrigation Co.'s sales.....	7	2,560.00

Assignment of Mortgage..	10	
British Columbia Homesteads.....	19	2,856.05
British Columbia sales.....	1	15.40
Coal Lands sales.....	2	340.00
Homesteads.....	3,306	524,038.78
Hudson's Bay Co. grants.....		
Military bounty grants.....	1	160.00
Mineral rights (725.725 acres).....	4	
North West half-breed grants.....	10	2,286.25
Parish sales.....	3	356.06
Quit Claim, special grants (480 acres).....	3	
<i>Railways:</i>		
Canadian Northern Ry..	55	45,033.96
Can. Pac. Ry. grants.....		
Can. Pac. Ry. road-bed and station grounds		
Grand Trunk Pac. Ry..	81	1,277.00
Man. South Eastern Ry.		
Man. So. Western Col Ry	1	80.00
Sales.....	59	6,823.01
School Lands sales.....	43	4,328.28
Special grants.....	15	733.079
Yukon Territory sales.....	23	1,019.24
Totals.....	3,647	591,997.189

In March, 1908, the number of patents issued was 1,806 covering an area of 684,204.93 acres, showing an increase for the month of March, 1909, of 1,841 in the number of patents issued, but a decrease of 92,207.75 acres in the area patented.

Note.

Sales of farm lands by the *Hudson's Bay Company* for the quarter ended March 31st., amounted approximately, to 8,200 acres for £20,000, as compared with 1,100 acres for £2,500; and sales of town lots to £5,900, as compared with £15,800 for the corresponding period of 1908. The receipts in the preceding quarter were £75,400 as against £60,300 in 1908. The sales of farm lands for the twelve months to March 31st. were 25,400 acres for £59,300, and town lots were sold for £9,600 as compared with sales of farm lands, 21,100 acres for £54,900 and town lots for £25,600 in the corresponding period ended March 31st, 1908. The total receipts for the twelve months ended March 31st., amount to £239,80, as compared with £236,100 for the twelve months ended March 31st, 1908.

THE NOVA SCOTIA EIGHT-HOUR DAY COMMISSION—REPORT ON PROGRESS.*

ON April 16, 1908, the Provincial Government passed an Act entitled "An Act to provide for the Appointment of a Commission on the Hours of Labour." The duty of the commissioners (three in number) was defined as "to enquire into and report upon the economic effect of a limit to a working day for the workmen employed in the various industries in Nova Scotia, with especial reference to the effect of such limitation upon the following matters:

- (a) Production;
- (b) Wages;
- (c) Employment;
- (d) Export Trade;
- (e) Canadian Industries."

A report has been presented by the Commission to the Government, in the way of reporting progress. The commissioners have not finished their work, but it is expected they will finish before the session of 1910. The report states that the work called for by the Act was much heavier than anticipated. Letters had been sent out to all mining companies, workmen's mining associations, 439 manufacturers and other employers, all agricultural societies, all trades

unions of the province, as well as to unorganized labourers.

Special inquiries were made in connection with the coal mining industry. The number of replies received in comparison with the number of parties communicated with, was, as expected by the Commission, small. The Commission also visited and held courts of inquiry in 14 towns and cities, and took evidence from some 200 witnesses. As a rule owners and managers of important industrial establishments were not only willing but anxious to present their views, while the same spirit has been shown by labour organizations, the Provincial Workmen's Association, the United Mine Workers of America and other trades unions and brotherhoods, all sending representatives to place their views before the Commission. The taking of evidence is not finished, a longer time being required to go thoroughly into this part of the work. The Commission will then be in a position to frame a comprehensive report, based on carefully sifted evidence, so as to enable the Government to frame competent legislation on this important subject.

*This article was supplied by Mr. A. J. Smith correspondent to the *Labour Gazette* for Halifax, N.S.

TRADE DISPUTES DURING THE MONTH OF APRIL.

THE most important trade dispute of the month of April was that which resulted in the cessation of work in a number of the coal mines in Alberta, and Eastern British Columbia. Four other new disputes were reported during the month of April but none of them had any serious effect on general industrial conditions.

Analysis of Trade Disputes During the Month.

Number and magnitude.—The number of trade disputes reported to have been in existence in Canada during April was 8,

an increase of 1 as compared with March and the same number as were reported for April, 1908. About 23 firms and 2,948 employees were affected by these disputes.

Loss of time in workings days.—The loss of time to employees through trade disputes during April was approximately 76,699 working days, compared with 10,450 working days in March and 5,400 in April, 1908.

Trades affected by new disputes.—The following table shows the trades affected by new disputes of the month, and the number of workpeople involved in each group of trades.

Trades.	No. of Disputes.	No. of Workers.
Tanning.....	2	2,650
Clothing trades.....	1	100
Painters.....	1	150
Labour.....	1	150
Total.....	5	3,050

Localities affected by new disputes.—The new disputes of the month occurred in the following provinces of the Dominion:—

Province.	No. of Disputes.
Quebec.....	1
Ontario.....	1
British Columbia.....	1
Manitoba.....	1
Alberta and British Columbia.....	1
Total.....	5

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause.	No. of Disputes.
For increase in wages.....	2
Announcement of "open shop" policy.....	1
Alleged unfair dismissal.....	1
General conditions of labour.....	1

Methods of settlement.—Four disputes were settled through negotiations between the parties concerned. In two cases the conditions ceased either all or in part to be effected. In two other cases the disputes were still in existence at the end of the month.

Results of disputes.—Of the disputes that were terminated during the month, 1 ended in favour of the employers, and 2 in favour of the men. In one case particulars were not reported to the Department.

Disputes Which Commenced Prior to the Beginning of the Month.

The trade disputes in existence during April which began in previous months, comprised strikes of coal miners in Port

Hood, C. B., of iron moulders and core-makers in Hamilton, Ont., and of longshoremen at Vancouver, B. C.

Disputes of Coal Miners at Port Hood, N. S.

A dispute in the mines of the Port Hood, Richmond Railway Coal Company at Port Hood, N. S., which occurred on March 22, and in which about 300 men were affected, was terminated on April 12. The terms on which this settlement were effected were not reported to the Department.

Strike of Iron Moulders at Hamilton, Ont.

The cause of a strike of the iron moulders and the coremakers in Hamilton in which about 170 workmen were affected, were fully reviewed in the *Labour Gazette* for March. In all four firms of stove manufacturers were affected namely: The Gurney Tilden Company, The D. Moore Company, The Burrows, Stewart and Milne Company, and Bowes, Jamieson and Company. It was claimed by the manufacturers in communication with this Department that the reduction of wages which the stove manufacturers of Hamilton, had declared meant that the moulders would receive in Hamilton the same rate as similar workmen received elsewhere in Ontario. It was also claimed by the manufacturers in this correspondence that the output of two of the shops in Hamilton had been unduly restricted by limitation of the amount of work done by moulders belonging to the Iron Moulders' Union. The Hamilton stove manufacturers are at present carrying on operations with non-union workmen.

Strike of Longshoremen at Vancouver.

A strike of longshoremen at Vancouver, B. C., to the number of 225, which occurred on March 29, for an increase in wages from 35 to 40 cents an hour and from 40 to 50 cents an hour for overtime, was terminated on April 10, it being reported to the Department that the men returned to work.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES C., No. 89.

TABLE OF TRADE DISPUTES DURING THE MONTH OF APRIL.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.		Result.
			Di- rectly.	Indi- rectly.	Directly.	Indirectly.	
			Fe- males.		Fe- males.		
			Di- rectly.	Indi- rectly.	Males.	Males.	Date of termination.
							Date of commencement.
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.							
<i>Mining</i> — Coal miners.....	Port Hood, C.B.	Dissatisfaction with rates of pay for work on south side of mine	1	.....	300	.....	Mar. 22 Apr. 12
							Dispute settled satisfactorily. Particulars not received.
<i>Metal Trades</i> — Iron moulders and coremakers.....	Hamilton, Ont.	Against a reduction of 20 per cent in wages.....	4	8	170	.....	Feb. 22
							No settlement reported at end of month, but firms concerned have resumed operations with non-union moulders and coremakers.
<i>General Transport</i> — Longshoremen.....	Vancouver, B.C.	Demand for increase in wages from 35 to 40 cents an hour straight time and from 40 to 45 cents for overtime.....	1	.....	225	.....	Mar. 29 Apr. 10
							Strike declared off. A large percentage of the old employees returned to work.
DISPUTES WHICH BEGAN DURING THE MONTH.							
<i>Mining</i> — Coal mines	Hosmer, Coleman, Julie, Lettbridge, Bankhead, Hillcrest, Bellevue, Passburg, Canmore, Taber, Frank.....	Demand of men for changes in general conditions of labour.	11	.....	2,500	.....	Apr. 1
							Strike still continued at end of month

				No settlement reported at end of month.					
Apr 28									

New Disputes.

The new disputes of the month comprised strikes of coal miners at Hosmer, Lille, Lethbridge, Bank Head, Hillcrest, Bellevue, Passburg, Canmore, Taber, Frank and Middlesboro; of overalls, smock and shirt makers in Winnipeg; of painters in the city of Quebec, and of shield workers in the construction of the tunnel under the Detroit river at Windsor.

Strike of Western Coal Miners.

On March 31 instructions were given by the President and Secretary of District 18, United Mine Workers of America for a suspension of operations in all mines, coke ovens and outside plants under the jurisdiction of the Western Coal Operators' Association pending a settlement of the terms of their future employment. The number of men affected was approximately 2,500 and the mines which since have been closed down are as follows:—Homser mines, International Coal and Coke Company's mines at Coleman, Western Canada Collieries at Lille and Bellevue, Hillcrest Coal Company, Leitch Collieries at Passburg, Alberta Railway and Irrigation Company at Lethbridge, E. P. McNeil Company at Canmore, Pacific Coal Company at Bankhead, as well as at Taber and Frank. The cause of the strike was the unwillingness of the miners, as represented by the U. M. W. A., organization, to agree to terms of employment which had previously been discussed between the Western Coal Operators' Association and the U. M. W. A. officials at MacLeod, Alberta, and which were commonly referred to in the subsequent negotiations as the "MacLeod agreement". It was claimed by the operators that the U. M. W. A. had practically accepted the agreement in question, and the operators appealed to Mr. T. L. Lewis, International President of the U. M. W. A., in Indianapolis, to compel the members of the organization concerned to carry out the "MacLeod agreement". Mr. J. Morgan, a member of the International Board of the U. M. W. A., was accordingly dispatched to Canada to represent Pre-

sident Lewis in this matter and at the end of the month negotiations were understood to be under way looking to a settlement of the dispute and the resumption of operations. On May 5, the Department was informed that application was being made for the appointment of a Board of Conciliation and Investigation to enquire into the matters in dispute. In the meantime, the available supplies of coal in some parts of Alberta and eastern British Columbia had been much reduced and it was represented that shortage of fuel was cramping industrial operations at a number of points.

Dispute of Nicola Valley Coal Miners.

It was reported to the Department on April 28th that the employees of the Nicola Valley Coal and Coke Company, to the number of 150 had gone on strike. Negotiations were at this time in progress for the formation of a Board of Conciliation and Investigation, under the Industrial Disputes Investigation Act 1907, into a complaint of the employees of this Company arising out of alleged discrimination on the part of the Company against members of the United Mine Workers of America. On April 30 it was reported to the Department by the District Representative of the U. M. W. A., at Merritt, B. C., that endeavours were being made to induce the men to resume operations pending the establishment of a Board under the Industrial Disputes Investigation Act.

Strike of Garment Workers at Winnipeg.

On April 12, a dispute occurred in the factory of the Western King Garment Company, Winnipeg, Manitoba, in which 123 employees mostly women and girl members of the United Garment Workers of America, were affected. It was claimed that the Company posted a notice declaring an open-shop policy and that the employees refused to work on this condition. It was understood that an effort had been made to bring the disputants together in conference and that in the meantime the Company had resumed operations with a partial staff.

Strike of Painters at Quebec.

A strike of members of the National Union of Painters employed by Marier & Tremblay, la Compagnie Gauthier, Frere and la Compagnie Artistique, in Quebec occurred on April 3, and affected directly 150 and indirectly 109 persons. A demand was made by the painters for an increase in wage from 22½ cents to 25 cents per hour and the strike was reported as terminated on April 7. It was reported to the Department that most of the small shops and some of the large ones in Quebec had already granted this increase and that the men employed by the above named firms had returned to work with their demands granted on behalf of the employers affected. It was

claimed on the other hand that the men had returned at the same rate of wage.

Strike of Shield Workers at Windsor, Ontario.

On April 2, a strike was declared by shield makers to the number of 150, employed in the construction of the tunnel under the Detroit river at Windsor, Ont. The demand was made for an increase in wage from 27½ to 35 cents per hour, but the men returned to work on April 7 to 30 cents per hour.

The table which is published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of April, and which have been reported to the Department.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING THE MONTH OF APRIL, 1909.

The following is a list of contracts awarded by the Department of Public Works, the Department of Railways and Canals which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.**BREAKWATER AT CAPE BALD, N. B.**

Breakwater at Cape Bald, N. B., name of contractor, E. A. Wallburg, Montreal, Que.; date of contract, April 20, 1909; amount of contract, \$32,890.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter.....	\$2.25
Foreman mixing concrete..	2.00
Foreman laying concrete...	2.25
Foreman stone crusher.....	2.00
Carpenter.....	1.75
Blacksmiths.....	2.00
Blacksmith's helpers.....	1.50
Ordinary labourers.....	1.35
Driver with 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Department of Railways and Canals.

BRANCH RAILWAYS GARNEAU JUNCTION TO QUEBEC, QUE., AND TO QUEBEC BRIDGE.

From or from near Garneau Junction to Quebec, with a branch to or towards the Quebec Bridge, 83 miles. Date of subsidy contract, April 5th, 1909. Amount of subsidy contract, \$3,200 per mile, not exceeding \$6,400 per mile. Railway Company, "The Canadian Northern Quebec Railway Company."

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Stonecutters.....	\$3.50
Masons.....	3.00
Quarrymen.....	1.50
Rock drillers.....	1.50
Steam drillers.....	1.75
Blasters.....	2.00
Tracklayers.....	1.50
Labourers.....	1.35
Carpenters.....	2.00
Blacksmiths.....	2.25
Steam shovel engineer....	3.00
" craneman....	2.50
" fireman.....	1.50
Locomotive engineer.....	3.00
" brakeman	1.75
" fireman.....	1.50
Driver, 1 horse and cart....	2.00
Driver, 2 horses and wagon	3.00

REPAIRS TO LOCK TWO, WELLAND CANAL.

Repairing of foundation of Lock No. 2, of the Welland Canal. Date of contract, April 1, 1909. Amount of contract, schedule rates. Contractors, "David Walker & William Walker," David Walker of Thorold, Ont., and William Walker of Merriton, Ont.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Stationary engineer.....	\$2.50
" fireman.....	1.75
Carpenters.....	2.50
Blacksmiths.....	2.50
" helpers.....	1.75
Diver (with outfit).....	8.00
Labourers.....	1.50
Foreman labourers.....	2.25
Driver, 1 horse and cart.....	3.00
Driver, 2 horses and wagon	4.00
Timekeeper.....	1.75

FENCING ON INTERCOLONIAL RAILWAY.

Erection of fencing on line of the Intercolonial Railway. Date of contract, April 1, 1909. Amount of contract, schedule rates. Contractors, "The New Brunswick Wire Fence Company, Limited," of Moncton, N. B.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
<i>Rivere du Loup to Ste. Flavie</i>	
Foreman.....	2.25
Labourers.....	1.50
<i>Ste. Flavie to Campbellton:</i>	
Foreman.....	2.25
Labourers.....	1.25
<i>St. John to Point du Chene:</i>	
Foreman.....	2.25
Labourers.....	1.50
<i>Stellarton to Mulgrave:</i>	
Foreman.....	2.25
Labourers.....	1.35
<i>Point Tupper to Sydney:</i>	
Foreman.....	2.25
Labourers.....	1.35
<i>Loggieville to Fredericton:</i>	
Foreman.....	2.25
Labourers.....	1.35

FIRE ALARM SYSTEM IN RAILWAY YARD
AT ST. JOHN, N. B.

Installation of a fire alarm box and an auxiliary fire alarm system for the yard, station, grain elevator and shed of the Intercolonial Railway at St. John, N. B., and a fire alarm box at Island Yard. Date of contract, April 16th, 1909. Amount of contract, \$1,964.45. Contractors, "The Vaughan Electric Company, Limited", of St. John, N. B.

Trade or Class of Labour.	Rate of Wages Per Day of 9 Hours, Not less than:
Electrical foreman.....	\$3.00
Wiremen.....	1.75
Linemen.....	1.75
Carpenters.....	2.50

WHARF AT SOURIS, P. E. I.

Erection of extension to railway wharf at Souris, P. E. I., Date of contract, April 1, 1909. Amount of contract, \$2,000.00. Contractor, John M. Clark of Summerside, P. E. I.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters.....	\$1.75
Wharf builders.....	1.50
Painters and glaziers.....	1.75
Blacksmiths.....	2.00
Stationary engineer.....	1.75
Foreman labourers.....	2.25
Roofers.....	2.00
Bricklayers.....	3.00
Common labourers.....	1.25
Boatmen.....	1.25 and board
Driver, 1 horse and cart.....	2.50
Driver, 2 horses and wagon	3.50

Post Office Department.

The following orders for supplies were given subject to the regulations for the suppression of the sweating system, the securing payment of fair wages and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount of Order.
Making metal dating stamps and type and making other hand stamps and brass crown seals.....	\$ 582.19
Making and repairing rubber dating stamps and type, also other stamps....	55.63
Supplying stamping material and wooden boxes, and repairing stamping pads....	711.53
Supplying mail bags.....	52.30
Repairing mail bags.....	910.07

Making and repairing post office scales...	323.00
Making and repairing mail locks and supplying mail bag fittings.....	221.60
Supplying railway mail clerks' tin traveling boxes, steel portable letter boxes, and repairing portable letter boxes, railway mail clerks' tin travelling boxes, parcel receptacles and street letter boxes.....	207.55
Making and repairing miscellaneous articles of postal stores.....	29.40
Making and supplying articles of official uniform.....	782.25

INDUSTRIAL ACCIDENTS DURING THE MONTH OF APRIL, 1909.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment, and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureau of Mines of Ontario and British Columbia, to the office of the factories inspector of the Province of Ontario, the Ontario Railway and Municipal Board and to the Department of Railways and Canals for their kind assistance of furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 250 individual work people in Canada during the month of April, 1909, were reported to the Department of Labour. Of these 64 were fatal and 186 resulted in serious injuries. In addition, 1 fatal accident was reported as having taken place prior to the beginning of the month, information not having been received by the Department before April, 1909.

In the preceding month there were 78 fatal and 194 non-fatal accidents reported, a total of 272, and in April, 1908, there were 105 fatal and 184 non-fatal accidents, a total of 289. The number of fatal accidents reported in April, 1909, is therefore, 14 less than in the preceding month and 41 less than in April, 1908. The number of non-fatal accidents reported in April, 1909, was 8 less than in the preceding month, and 2 more than in April, 1908. Altogether there were 22 industrial accidents reported in April, 1909, less than in the preceding month and 49 less than in the same month of the preceding year.

Of 133 returns received during the month giving the ages of the victims of industrial accidents, 24 referred to persons under twenty-one years of age, 28

to persons between twenty-one and forty-five, and 9 to persons over 45. Seventy-two persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:—

STATEMENT OF ACCIDENTS DURING APRIL 1909, BY INDUSTRIES AND TRADES.

Trade or industry.	Killed.	Injured.	Total.
Agriculture.....	10	24	34
Fishing and hunting.....	9	5	14
Lumbering.....	4	12	16
Mining.....	7	6	13
Building trades.....	.....	13	13
Metal trades.....	4	43	47
Woodworking trades.....	1	13	14
Printing trades.....	.....	4	4
Textile trades.....	1	4	5
Food and tobacco preparation.....	.....	2	2
Leather trades.....	.....	2	2
Railway service.....	13	20	33
Navigation.....	8	5	13
General transport.....	.....	17	17
Civic employees.....	.....	1	1
Miscellaneous.....	2	8	10
Unskilled labour.....	5	7	12
Total.....	64	186	250

Nature of Fatalities and Accidents.

The chief disasters of the month, causing the death of more than one workman, were the drowning of four fishermen off Big Glace Bay, N.S., by the capsizing of their boat; the drowning of two trappers off Gananoque, Ont., through the upsetting of their boat; the killing of two labourers by a cave in of earth in a trench at Calgary; the drowning of a farmer and h

in Black Creek, Ont., by the bridge they were driving over collapsing, throwing them into the creek; the death of two workmen by the explosion of a cylinder box in the railway yards at Woodstock, N.B., and the drowning of two fishermen off Pembroke, N.S., while attending lobster traps.

Drowning Accident off Big Glace Bay, N. S.

On April 15, four fishermen while fishing off Big Glace Bay, N.S., were drowned by the capsizing of their boat.

Drowning Accident off Gananoque, Ont.

Two trappers after disposing of their skins at Gananoque, Ont., on April 13, left in a skiff. On their way home, the wind being high upset their boat in the channel near Goose Bay, St. John's Island, and they were both drowned.

Fatal Cave-in at Calgary, Alta.

On April 23 while two labourers were at work in a water-works trench at Calgary, Alta., the earth caved in; when they were dug out life was extinct.

Drowning Accident in Black Creek, Ont.

On April 26, a farmer and his wife were crossing Black Creek, Ont., in a vehicle on their return from market. The bridge collapsed and they were thrown into the creek, both being drowned.

Fatal Explosion at Woodstock, N.B.

On April 27, two railway employees were at work straightening a piston rod. When the rod was struck by the hammer, the compressed air exploded in the cylinder box and it flew to pieces so injuring two of the workers that one died on the afternoon and the other on the evening of the same day.

Drowning Accident off Pembroke, N.S.

On April 28, while two fishermen were attending to lobster traps off Pem-

broke, N.S., their boat capsized and they were drowned.

Record by Industries and Trades.

Agriculture.—There were 10 fatal and 23 non-fatal accidents in this industry during April, 1909, compared with 12 killed and 24 injured in the preceding month, and 21 killed and 11 injured in April, 1908. Two each of the deaths were due to drowning and to being run over, and 1 each to a runaway, to exposure, to live stock, to being suffocated at a fire, to blood poisoning and to a fall. Of the serious accidents 5 were due to falls, 4 each to tools and live stock; 3 each to falling material and to explosions; 2 to machinery and 1 each to being scalded by boiling maple syrup and to exposure.

Fishing and hunting.—Nine workers were killed and 5 injured in this group during April, 1909. There were no accidents in March, 1909, and the record for April, 1908, was 5 killed. Drowning caused the death of 5 and a gasoline explosion on a schooner caused the death of 1 fisherman and the serious injuring of 5 others.

Lumbering.—Four workmen were killed and 11 injured during April last, compared with 6 killed and 19 injured in the previous month and 10 killed and 5 injured in April, 1908. Two of the fatalities were caused by falling material and 1 each by drowning and by machinery. Of the other accidents 6 were caused by machinery, 2 by falling material and 1 each by tools, by a fall and by flying material.

Mining.—Nine fatalities and 8 serious accidents occurred during April, 1909, as against 10 killed and 4 injured in March last and 7 killed and 11 injured in April of last year. Four each of the fatalities were due to explosions of dynamite and to falling material; and 1 to a fall. Of the accidents 5 were due to falling material and 1 each to being caught between cars, to an explosion of dynamite and to machinery.

Building trades.—There were 13 serious accidents during April, 1909. The month before there were 8 accidents,

DEPARTMENT OF LABOUR, CANADA.
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TABLE OF FATAL ACCIDENTS DURING THE MONTH OF APRIL, 1909.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
<i>Agriculture—</i>				
Farmer.....	Holmfild, Man.....	Apr. 1	1	In a runaway.
".....	Kenora, Ont.....	" 4	1	Run over by train.
".....	Charing Cross, Ont.....	" 4	1	Struck by train.
".....	Ste. Agathe, Que.....	" 12	1	Died from exposure.
".....	Belleville, Ont.....	" 28	2	Drowned, bridge gave way.
".....	Rock Island, Que.....	" 13	1	Kicked by a colt.
".....	Estevan, Sask.....	" 13	1	Suffocated in fire in railway car with his live stock.
".....	Chatham, Ont.....	" 26	1	Blood poisoning from rusty nail.
".....	Brooklin, Ont.....	" 28	1	Fell 30 ft. in barn.
<i>Fishing and hunting—</i>				
Trappers.....	Near Gananoque, Ont.....	" 13	2	Drowned, boat upset in gale.
Fisherman.....	Off Glace Bay N. S.....	" 15	4	Drowned, boat capsized.
".....	Off Pembroke, N. S.....	" 28	2	Drowned, dory capsized.
".....	Off Vancouver, B. C.....	" 28	1	Explosion of gasoline on schooner.
<i>Lumbering—</i>				
Saw mill owner.....	Fort Alexander, Man.....	" 5	1	Logs rolled on him.
Logger.....	Red Indian Lake, N. S.....	" 9	1	Tree fell on him.
".....	Hemming Bay, B. C.....	" 22	1	Struck on head by broken wire rope.
".....	McLean's Flats, Ont.....	" 27	1	Drowned while driving logs.
<i>Mining—</i>				
Prospector.....	Haileybury, Ont.....	" 2	1	By a fall.
Quarrymen.....	Ottawa, Ont.....	" 9	1	Lost finger in explosion, died of lock-jaw.
".....	Coaldale, Alta.....	" 21	1	Pulley weighing 100 lbs. fell on his head
".....	Cobalt, Ont.....	" 26	1	Explosion of dynamite.
".....	Cumberland, B. C.....	" 3	1	Fall of coal.
".....	Chipman, N. B.....	" 27	1	Explosion of dynamite.
".....	Gold Rock, Ont.....	" 28	1	" "
".....	Michel, B. C.....	" 2	1	Fall of top coal.
".....	" ".....	" 6	1	Cave of rock at face.
<i>Metal, engineering and Ship building—</i>				
Structural iron workers.....	Winnipeg, Man.....	" 2	1	Fell 26 ft. from a girder.
" ".....	Lethbridge, Alta.....	" 7	1	Fell 300 ft. from bridge.
Iron worker.....	Tilsonburg, Ont.....	" 12	1	Caught in shafting.
Shipbuilder.....	Owen Sound, Ont.....	" 3	1	Fell into hold of vessel.
<i>Woodworking—</i>				
Woodworker.....	Brockville, Ont.....	" 20	1	Caught in belting.
<i>Textile trades—</i>				
Cordage factory hand.....	Welland, Ont.....	" 3	1	Blood poisoning from hand injured while at work.
<i>Railway service—</i>				
Brakeman.....	Kemptville Jct., Ont.....	" 12	1	Run over by train.
".....	Greenwood, B. C.....	" 15	1	" "
Fireman.....	St. Catharines, Ont.....	" 13	1	Head struck by passing object.
Construction hand.....	New Westminster, B. C.....	" 1	1	Struck by a train.
" ".....	Townsend, B. C.....	" 15	1	Run over by train.
" ".....	Mission Jct., B. C.....	" 22	1	Struck on head by pile driver.
" ".....	Near Grand Falls, N. B.....	" 26	1	By fall of rock.
Station agent.....	Trois Saumons, Que.....	" 8	1	Run over by cars.
Section foreman.....	St. Thomas, Ont.....	" 10	1	Run over by train.
Sectionman.....	Brantford, Ont.....	" 10	1	Electric shock.
Car shop hands.....	Woodstock, N. B.....	" 27	2	By explosion of cylinder box.
Night operator.....	Near Marieville, Que.....	" 13	1	Run over by train.
<i>Navigation—</i>				
Sailor.....	Tadouac, Que.....	" 5	1	Fell from mast to deck.
Fireman.....	Burrard Inlet, B. C.....	" 17	1	Fell overboard, drowned.
Captain.....	Meaford, Ont.....	" 12	1	Drowned, fell overboard.
".....	Sorel, Que.....	" 26	1	Drowned boat capsized.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLE SERIES, F., No. 66.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF APRIL, 1909.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Marine Dept. emp.....	Quebec, Que.....	April 1	1	By explosion of acetylene in gas buoy.
Boatman.....	Campbellford, Ont.....	" 5	1	Drowned, boat upset.
Stevadore.....	Halifax, N. S.....	" 19	1	Fell 50 ft. into hold of vessel.
".....	".....	" 19	1	Struck on head by sling of deals.
<i>Miscellaneous —</i>				
Elevator man.....	London, Ont.....	" 2	1	Fell down elevator shaft.
Gas maker.....	Montreal, Que.....	" 27	1	Explosion of gas.
<i>Unskilled labour—</i>				
Labourer.....	Brantford, Ont.....	" 7	1	Electric shock.
".....	Cornwall, Ont.....	" 13	1	Fell from a bridge on to ice.
".....	Calgary, Alta.....	" 23	2	Cave in of earth.
".....	Montreal, Que.....	" 29	1	Explosion of gas in excavation.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN APRIL.

Rwy construction hand...	Townsend, B. C.....	March 31	1	Run over by train.
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and in April, 1908, 5 killed and 12 injured. Nine of the accidents were caused by falls, 3 by falling material and 1 by machinery.

Metal, engineering and shipbuilding trades.—In this group 4 deaths occurred through accident and 43 workers were injured, compared with 5 killed and 40 injured in March last and 2 killed and 27 injured in April, 1908. Three of the fatalities were due to falls and 1 to machinery. Sixteen of the accidents were due to machinery, 9 to falling material, 4 to molten metal, 3 each to falls, to flying material and to explosions, and 1 each to being caught between cars, to tools, to an elevator, to boiling water and to being struck by a train.

Woodworking trades.—One workman was killed and 13 injured during April, compared with 2 killed and 9 injured in March and 1 killed and 11 injured in April, 1908. Machinery caused the death of the 1 workman. Of the accidents 9 were caused by machinery, 2 each by falling material and by flying material, and 1 by an elevator.

Printing and allied trades.—Machinery caused 4 serious accidents in these crafts, compared with 5 accidents in March and none in April, 1908

Textile trades.—A cordage factory worker injured his hand while at work, blood poisoning set in and he died from the results. Two other workers were injured by falling material, and 1 each by machinery and by flying material. In March last, 1 worker was injured and in April, 1908, none.

Food and tobacco preparation.—During April there were two minor accidents due to machinery; in the preceding month there were 14 injuries and in April, 1908, 4 killed and 5 injured.

Leather trades.—Machinery injured workman and tools another; there was 1 accident in March last and 1 killed and 1 injured in April, 1908.

Railway service.—There were 13 employees killed and 19 injured during April, 1909, compared with 30 killed and 23 injured in the month before and 32 killed and 45 injured in April, 1908. Of the fatalities 7 were caused by being run over, 2 by explosions of dynamite and 1 each by being struck by a passing object, by machinery, by falling material and by an electric shock. Four of the other accidents were caused by falling material, 3 each by derailments and by falls, 2 each by explosions of dynamite, by being caught between cars, by an explo

sion of a boiler and by being run over, and 1 by machinery.

Navigation.—Eight fatal and 5 non-fatal accidents occurred in April last, compared with 6 killed and 1 injured in March and 2 killed and 9 injured in April of last year. Four of the fatalities were due to drowning, 2 to falls and 1 each to an explosion of acetylene gas and to falling material. Two of the accidents each were due to falls and to an explosion of acetylene gas and 1 to falling material.

General transport.—Seventeen of these workers were seriously injured during April, 1909, 5 by runaways, 4 by collisions, 3 by falls, 2 each by live stock and by machinery and 1 by falling material. The record of the preceding month was 1 killed and 12 injured and of April, 1908, 2 killed and 11 injured.

Civic employees.—During April last a civic employee was injured by a fall. In

March, 1 was killed and 11 injured, and in April, 1908, 5 were killed and 5 injured.

Miscellaneous.—Two killed and 8 injured was the toll in this group during April; in March, 1 was killed and 11 injured and in April, 1908, there were 1 killed and 18 injured. One of the accidental deaths was due to a fall and 1 to an explosion of gas. Explosions caused 3 of the serious injuries, machinery 2 and a fall, falling material and being run over 1 each.

Unskilled labour.—Two labourers were killed during April by falling material and 1 each by an electric shock, by a fall and by an explosion of gas. Three workmen were injured by falls, 2 by falling material and 1 each by railways and by machinery. In March the record was 3 killed and 9 injured and in April, 1908, 7 killed and 11 injured.

REPORTS OF DEPARTMENTS AND BUREAUS

The following reports of departments and bureaus were received at the Department of Labour, Ottawa, during April, 1909.

DOMINION REPORTS.

Criminal Statistics.

Criminal Statistics for the year ended September 30, 1907. Ottawa: King's Printer, 1909. Pages, 360. Price, 20 cents.

THE Criminal Statistics of Canada for 1907, compiled by the Census and Statistics Office, show that there were 12,041 charges and 9,110 convictions for indictable offences throughout Canada during that year, compared with 10,901 charges and 8,093 convictions in 1906, an increase of 10.5 per cent. for charges and 12.5 per cent. for convictions. In proportion to population, there was less crime in Prince Edward Island than in any other province, the ratio of convictions in that province having been only 1.38 per 10,000 of population. The highest ratio was in the Yukon Territory, where there were 56 convictions per 10,000 inhabitants. Most of the convictions in the Yukon were for theft and

gambling, the high criminality there being due to the mining camps. The percentage of offenders unable to read or write was 10.49, while 87.62 per cent. had received an elementary education and 1.89 a superior education. Out of the total number of convicts in 1907, there were 54 per cent. who used liquor moderately and 23 per cent. who were immoderate drinkers. With regard to their birthplace 65.34 per cent. were Canadian born, 16.26 per cent. were British born outside of Canada, and 18.40 per cent. were foreign born. According to the last census, 87 per cent. of the population of Canada were Canadians by birth, 8 per cent. were British born outside of Canada, and 5 per cent. were foreign born.

Board of Railway Commissioners.

Third Report of the Board of Railway Commissioners for Canada, for the year ending March 31, 1908. Ottawa: King's Printer, 1909. Pages, 244. Price, 15 cents.

The report of the Railway Commissioners for Canada for the year ending March 31, 1908, shows a large amount of work done for the convenience and

safety of the public and railway employees. A passenger rate not exceeding three cents per mile had been imposed by the Board on the Canadian Pacific Railway Company and the Grand Trunk Railway Company on all their lines east of and including the Calgary and Edmonton Railway. This rate was afterwards applied on the lines of the Canadian Northern Railway, and the Board took into consideration the advisability of extending this maximum rate to all lines.

Measures were adopted for the protection of wooden railway bridges from fire, and orders were issued requiring the adoption of fire protective appliances on locomotives, and the maintenance of fire-guards in the provinces of Saskatchewan and Alberta by ploughing a strip of land along the lines of railway and keeping it clear of inflammable material.

The report of the Inspector of Accidents of the Board shows that during the year there were 64 passengers, 246 employees and 219 other persons killed on Canadian railways, and 326 passengers, 806 employees, and 177 other persons injured. This was a heavy increase over the previous year, the increase in the number of employees injured being over 150 per cent. About 40 per cent. of the casualties were due to derailments and head-on collisions.

ONTARIO REPORTS.

The Care of Neglected Children.

Sixteenth Annual Report of the Superintendent of Neglected and Dependent Children of Ontario, for the year 1908. Toronto: 1909. Pages, 136.

Steady progress in the care of the neglected and dependent children of Ontario is shown in the Annual Report of the Superintendent for 1908. There are at present 57 Children's Aid Societies in existence in the province, which with the office of the Superintendent, provided foster homes for 425 children during the year. Altogether about 5,200 children have been placed in foster homes, of whom about 3,650 are still minors and under the active supervision of the office. In addition, the home life of over

4,000 other children has been greatly improved through the efforts of these societies, in cases where they were not taken away from their natural surroundings. Supervised and equipped playgrounds were strongly advocated during the year as essential to the proper development of child life. Orphanages and other public institutions were urged and assisted to seek family homes for their wards, restoring them thus more naturally and completely to the normal life of the community.

Education in Ontario.

Report of the Minister of Education of Ontario for the year 1908. Toronto: King's Printer, 1909. Pages, 614.

In the Report of the Minister of Education of Ontario for 1908, attention is called to the need of higher qualifications for teachers especially in the elementary schools, and of technical education to compensate for the inadequate training that apprentices now receive under modern methods. Since 1903 there has been a steady increase in the salaries paid to public school teachers. In rural schools the male teachers received an average yearly salary of \$372 in 1903 and \$458 in 1907, while the female teachers' salaries averaged \$283 in 1903, and \$379 in 1907. In the urban schools the salaries of male teachers in these two years were respectively \$743 and \$907, and of female teachers \$395 and \$453. The number of men in the teaching profession is still decreasing, the percentage of men having been 19.08 in 1906 and 18.02 in 1907.

The Ontario Railway and Municipal Board.

Third Annual Report of the Ontario Railway and Municipal Board to December 31st, 1908. Toronto: King's Printer, 1909. Pages, 560.

The report of the Ontario Railway and Municipal Board states that during 1908, 202 applications were received, of which 193 had been heard and 9 were still pending at the close of the year. Some statistics of electric railways in the province are given in the report, relating to 29 companies. The total capital paid up and the current bonds issued

amounted to \$27,720,833.33. The total earnings of 21 of these companies reporting amounted to \$5,409,402.54, and the total expenses were \$4,100,087.91.

The statement of accidents on the railways under the jurisdiction of the Board shows that 26 persons were killed and 391 were injured in the course of the year. Following an accident at Ottawa, each electric railway company was requested to pass a regulation, subject to the approval of the Board, regulating the occupation by passengers of the front seat of motor cars.

SASKATCHEWAN REPORT.

Agricultural Statistics

Final Report on Grain Crops and Live Stock of the Province of Saskatchewan for 1908. Regina, King's Printer, 1909. Pages, 38.

The final report on Grain Crops and Live Stock of Saskatchewan, for 1908, issued as Bulletin No. 8 of the Bureau of Information and Statistics, states that the grain crops of Saskatchewan in 1908 were twice as large as the quantities recorded for 1907. The total yield of the wheat, oats, barley and flax crops amounted to 105,589,543 bushels. In 1907, the area of the four principal grain crops was 3,057,401 acres, and in 1908 the area was 5,970,841 acres. The southern half of the province, which alone is settled, contains an area of 86,826,240 acres, of which 7.97 per cent. is under cultivation. During 1908, 122 new grain elevators were built in Saskatchewan, increasing the storage capacity of elevators in the province nearly 25 per cent.

UNITED STATES REPORTS.

Hours of Labour in Wisconsin.

Thirteenth biennial report of the Bureau of Labour and Industrial statistics of Wisconsin. Part IV. Factory Inspection, Child Labour permits and Free Employment Office. Madison: State Printer, 1908, pages 173.

Part IV of the biennial report of the Bureau of Labour of Wisconsin for 1907-8, contains a list of all the establishments in the State which were inspected, with particulars as to their size and number of employees. A table is given showing the hours of labour per

day, from which it appears that 77.69 per cent. of the employees in Wisconsin work 10 hours a day and 9.27 per cent. have a 9-hour day. In Milwaukee 11.51 per cent. have a day of 8 hours, but only 2.23 per cent. in other parts of the state.

Factory Inspection in Rhode Island.

Fifteenth Annual Report of Factory Inspection, Rhode Island, Providence, R. I. State Printers, 1909.

The chief factory inspector of Rhode Island reports that in 1908, 1913 places were visited, an increase of 14 over the previous year. In these establishments there were employed 80,423 male adults and 41,637 female adults, 2,529 males under sixteen years of age and 2,395 females under sixteen. Compared with the previous year there was a decrease of 6.86 per cent. in the number of adults employed and 19.9 per cent. in the number of children. The report contains a table of the factories and workshops inspected and the factory laws of Wisconsin.

OTHER REPORTS RECEIVED.

Canada.—Appendix to the Report of the Minister of Agriculture. Experimental Farms. Reports for the year ending March 31, 1908. Seventh Report of the Geographic Board of Canada, 1908.

Ontario.—Thirty-fourth annual report of the Ontario Agricultural College and Experimental Farm, 1908.

Thirty-ninth annual report of the Entomological Society of Ontario, 1908.

Great Britain.—Return for Copy of Explanation of References to Statutes in the Housing, Town Planning, etc. Bill.

Minutes of evidence taken before the Truck Committee. Vol. IV. Précis and Appendices.

Australia.—The Industrial Arbitration Reports and Records, New South Wales, 1908. Vol. VII. Part 3.

United States.—Seventeenth Annual Report of the Bureau of Statistics and Information of Maryland, 1908.

Sixth biennial report of the Indiana Labour Commission, 1907-1908.

Twenty-sixth annual report of the Bureau of Labour of Michigan, 1908.

France.—Ministère du Travail et de la Prévoyance Sociale. Direction du Tra-

vail. Résultats Statistiques du Recensement Général de la Population, effectué le 4 mars 1906. Tome I—Première Partie.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopsis of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different provinces of Canada.

PRIVY COUNCIL CASE.

Trade Monopoly.

AN appeal from a judgment of the Court of King's Bench of the province of Quebec was recently carried by the United Shoe Machinery Co. of Canada to the judicial committee of the Privy Council. The appellants, who were the manufacturers of, and had practically a trade monopoly in, certain unpatented machines used for various processes in the manufacture of shoes, leased to the respondents for a term of twenty years, a number of these machines on the terms *inter alia*, that they should not be used in conjunction with machines leased to the respondents by the appellants. The appellants also leased to the respondents certain allied machines whose function was to perform various processes in the manufacture of shoes ancillary to those performed by the machines first mentioned. Subsequently the respondents refused to use the allied machines and used others, which were not leased to them by the appellants, in conjunction with the machines first mentioned. The appellants claimed an injunction to restrain such user and also damages for the breach of contract. The jury found that the appellants had not suffered damage.

Held, that the leases of the machines were not void as being in restraint of trade; and that the appellants were entitled to an injunction, and also to nominal damages for the breach of contract by the respondents. "A contract into which a person may have been induced to enter by false and fraudulent representation is not void, but merely voidable at the election of the person defrauded after he has had notice of the fraud. Unless and

until he makes his election and by word or act repudiates the contract or expresses his determination not to be bound by it (which is but a form of repudiation) the contract remains as valid and binding as if it had not been tainted with fraud. The party defrauded cannot avoid one part of a contract and affirm another part unless the parts are so severable from each other as to form two independent contracts".

The Judicial Committee of the Privy Council, March 23, 1909: The United Shoe Machinery Company of Canada v. Brunet and others.

NOVA SCOTIA.

Affairs of the Provincial Workmen's Association.

The case of Sutherland vs. the Grand Council of the P. W. A., was tried in Sydney before Judge Longley, and judgment was reserved.

The case of Drummond Lodge P. W. A., vs. Edward Gallagher was tried before Judge Longley and a decision rendered in favour of Drummond Lodge, P. W. A. Gallagher was a trustee of Drummond Lodge when a motion was made to dissolve the lodge, but a number of the members present refused to consider the lodge dissolved and went on with its proceedings. Gallagher held the bank-books and refused to give them up until compelled by legal process.

The case of the Grand Council vs. Pioneer Lodge will come up in the June Courts.

The case of S. B. McNeil vs. Equity Lodge will also come up in June.

QUEBEC CASES

Employers' Responsibility for Health of Workmen

An important judgment of the Superior Court on the question of responsibility has been rendered by Mr. Justice

Archibald in the two cases of *Thomas vs. the Carter White Lead Co.*, and *Oliver vs. the Carter White Lead Co.*

These were actions for damages on account of lead-poisoning while working in the factory of the Carter White Lead Co., and the general grounds of complaint were alleged fault on the part of the company in not giving proper instructions, in not taking proper care to avoid presence of lead dust in the places where Oliver and Thomas were called to work, and in general, neglecting the precautions which experience proves to be necessary to make the business of manufacturing white lead as safe as possible for the workmen. Oliver further set forth in his own case, that, by a written contract signed by the superintendent of the company, he was engaged under the condition that he would be paid his wages whether sick or well. A contract of that description, purporting to be signed by Charles Knox, superintendent of the company, was produced and filed.

Dealing with the question of fault and responsibility, the Court remarked that the business of the manufacture of white lead is on all hands recognized to be dangerous and to require the very utmost vigilance on the part of the men who are working at it. Thomas and Oliver, as all the other men who are employed in the company upon entering its employ were called upon to sign a printed application form. Upon this form the workmen say that they are aware of the dangerous character of their employment, and that their continued health will depend upon their constant vigilance, and then there are mentioned the different precautions relating to cleanliness, to frequent bathing and to the taking of purgative medicines, to the wearing of a respirator, etc., which are judged necessary to be taken, and the workmen promise to comply with all those instructions. Such a contract both men had signed. On the whole, the learned judge found that the proof did not establish any omission on the part of the company to provide precautionary apparatus to secure the health of the men such as the nature of the business required. No fault was proved and, therefore, no responsibility existed.

In the case of Oliver the Court was convinced that the alleged contract for the payment of his wages whether sick or well, was a forgery and for that reason his evidence must be considered as deprived of any value whatever.

(*Oliver vs. The Carter White Lead Co.*, and *Thomas vs. The Carter White Lead Co.* Superior Court.)

Employers' Liability.

The following case was recently carried on appeal to the Court of King's Bench, Quebec.

Respondent's son had the ends of the second and third fingers of his left hand cut off by a punch in appellant's shop on February 4th, 1907, the forefinger also being somewhat crushed at the same time. The appellant was condemned to pay \$1,000 as damages for the injuries by the judgment appealed from. The punch in question operated up and down in a large metal frame, by connection with an overhead shaft and pulley. The punch was made to come down and cut or make holes in the sheet iron to be operated on by pressing with the foot upon a treadle or foot brake. The punch had a bearing or contact surface 7 inches by 5 in size, which it struck when it came down. Anything on this contact surface would be crushed or cut when the punch came down. When in proper order the punch comes down once and then stops, but it is alleged that in this case the punch came down twice and that the punch made a trick of this "repeating" owing to defective machinery.

The defence was that the boy had no business to put his fingers under the punch, that he had been warned of the danger of this repeatedly, and the Court below found that, although there was contributory negligence, the company was chiefly to blame. In dismissing the appeal, Mr. Justice Trenholme spoke as follows:—

"Under our law it is well settled that employers owe every precaution to boys in their employ. I would almost say the employer was an insurer of the safety of his employees, for he alone can furnish the means whereby their safety may be secured—the employees cannot help themselves."

Mr. Justice Cross dissented strongly from the proposition that an employer is an insurer of the safety of his employees. The direct cause of the injury was the careless act of the young man in putting his fingers under the punch, and that should end the matter.

(Allis-Chambers-Bullock Company v. Bolduc, *Es qual.* Court of King's Bench, December 30th, 1908.)

Employment Agent's Commission.

Judge Rochon held in a judgment delivered during April in the Superior Court that an engagement agent has no right to his commission if the workingmen he engaged did not remain at work for the employer. One Rainboth of Aylmer asked one Damour of Ottawa to hire some 40 men for him. Only 8 remained at work and Damour having entered suit for the full amount of his commission, the Court held that he was only entitled to his commission for eight men.

(Damour vs. Rainboth. Superior Court. Rochon, J.)

Damages for Injuries.

Damages to the extent of \$2,250 were awarded on April 16, to Napoléon Jodoin in an action against the Dominion Bridge Company, in which he claimed \$10,299 for the loss of a foot and other injuries sustained while working for the company. The jury computed the damages at \$4,500, but reduced the amount by one-half on the ground that there had been negligence on both sides.

(Jodoin vs. Dominion Bridge Company. Curran, J.)

Officers of Textile Union.

Mr. Justice Hutchinson, in the case, Bessette vs. Gignac, before the Superior Court, of Quebec, recently decided that the plaintiff had not been legally appointed a trustee for the textile union of Magog and that the action accordingly was null and void.

ONTARIO CASES.

Brakeman Imprisoned for Negligence.

Charles Julian Reade, a C. P. R., brakeman found guilty of negligence and

wilful neglect of duty in connection with a wreck at Sandbank, on Nov. 23 last, in which three men were killed, was on April 8th., sentenced to three months in the common jail at Cobourg by Mr. Justice Britton in the Assize Court.

In passing sentence Mr. Justice Britton said that it was very difficult for a Judge to know what to do in passing sentence in a case of this kind. He wished to be as lenient as possible, but it wouldn't do to be too lenient, because of the seriousness of the case, and the necessity of impressing upon railroad men the fact of their great responsibility. He would, therefore, make the sentence three months in the common jail, and hoped it would be a warning, not only to Reade but to other railroad men, of the necessity for exercising the utmost care in the discharge of their duties.

William Balsden, C. P. R. foreman, charged with failing to keep the switch lamp lighted, and thus contributing to the same accident, was declared not guilty. The evidence showed that there was a little oil in the station, but that owing to a mis-understanding, the foreman was under the impression that there was none. The jury found that while it was Balsden's duty to look after the lamps, there were extenuating circumstances which lead to the verdict of not guilty.

Injury to Servant.

The plaintiff in a recent appeal case was a workman in the defendants' employment at Rondeau station, as car inspector, and on the occasion in question had gone to the engine room of the defendants' pumping station to get a saw which he required to use. While in the room for that purpose the engine exploded, causing him very severe injuries.

Nineteen questions were submitted to the jury, the unusual number being caused by the alternative contention of a liability at common law and also under the Workmen's Compensation for Injuries Act.

The findings of the jury were: That the defendants were guilty of negligence in neglecting to have the boilers tested by hydraulic pressure at stated intervals;

that the injury to the plaintiff [was caused by reason of the defect in the boiler, consisting of the inner plate; that the water jacket was worn thin by long usage and erosion; that the defect had not been discovered by the defendants because of their neglect to adopt a system of boiler inspection; that the injury was not caused by the neglect of any person in the service of the defendants who has superintendence over the plaintiff, nor by reason of any person in the service of the defendants who had charge or control of any machine upon the defendants' railway; that the plaintiff was not aware of any defect or negligence, but had an opinion that the boiler was too old for service, and had discussed the matter with the pumper; that the plaintiff was not aware that the defendants, or some one in their employment superior to himself, already knew of the defect or negligence; no contributory negligence; damages \$3,000; and earnings for three years \$1,861.50. There was judgment for the \$3,000 the learned judge holding that a cause for action at common law had been established. The master's duty, according to the court, to his servant at common law is to take reasonable care to supply safe and adequate material and appliances with which to carry on the master's operations, and to maintain them in a reasonably safe condition. Where the master does not carry on the work personally, he can shift the burden by employing competent servants under him to discharge the duty otherwise resting on himself. Wearing machinery, or plant which would in time become unsafe from use, must be inspected and proper repairs must be made. And the master would be responsible for defects causing injury which such an inspection would have disclosed but which for lack of inspection were not discovered in time to avoid the accident.

The appeal was dismissed.

(Waddell v. Pere Marquette R.R. Co., April 5th, 1909. Court of Appeal.)

Damages for Loss of Arm.

The plaintiff, a young man, was in defendants' employment on their railway as a brakeman, and, while so em-

ployed, was on 18th November, 1907, so injured in attempting to couple cars that he lost his left arm below the elbow, for which injury the trial judge awarded him \$4,500 as damages.

The case was carried to the Court of Appeal. Mr. Justice Garrow in rendering the majority opinion of the court stated as follows:—

"I do not see how a recovery as at common law can be sustained. The coupling may have been as defective as described, but the defect, would, so far as appears, have been quite harmless if plaintiff's fellow-servant, the engineer, had not negligently backed down upon him in the manner described.

"The plaintiff was not in fact engaged in making the coupling when injured, but in getting ready to make it, which he would probably have done from a place of safety at the side, although that is, of course, inference only. But, whatever his ultimate intention was, it is quite clear that the proximate cause of his injury was the engineer's carelessness, and not the defective coupling.

"For this the plaintiff is not without remedy, but the recovery must, in my opinion, clearly be under the statute, and not at common law. See R. S. O., 1897 ch. 160, sec. 3, sub-sec. 5. And the amount which he should recover should, therefore, be reduced to such a sum as he might recover under that statute. Under the statute the minimum is \$1,500 or three years' wages. His wages as the evidence shews, were about \$75 per month or \$900 per annum. And adopting the latter as the basis, that would give him a total of \$2,700 for which I think he should have judgment, upon which, of course, the sum paid into court will be applied. He should also have his costs of the action, but of the appeal there should be no costs to either side."

(Durant v. Canadian Pacific R. W. Co., January 19th, 1909. Court of Appeal.)

Damages for Personal Injuries.

In an action for personal injuries caused in a collision between an electric car and a corn-binder and team of horses in the town of Essex, the jury were asked

certain questions, which, with their answers, were as follows:—

"1. Was the defendant company guilty of any negligence which caused the plaintiff's injuries? A. Yes."

"2. If your answer is "yes" in what did such negligence consist? A. By dragging, the team, binder and man the distance they did"

"3. Could the plaintiff, by the exercise of reasonable care on his part, have avoided the collision? A. Yes."

"4. Could the defendant's servants, after the position of the plaintiff became apparent, by the exercise of reasonable care on their part, have prevented the injuries to the plaintiff? A. To a considerable extent"

"5. If the plaintiff is entitled to damages, at what sum do you assess the same? A. \$152"

"6. What portion of the plaintiff's damages, if any, occurred after the time you find the defendant's servants could have stopped the car? A. The whole amount."

Mr. Justice Teetzel in rendering judgment interpreted the answers of the jury as meaning that while the plaintiff could by reasonable care have avoided collision, nevertheless after his position became apparent those in control of the car were guilty of negligence in not stopping the car sooner than they did. In other words the case was one of liability for ultimate negligence. Judgment was entered for the plaintiff for \$152 and costs.

(Keown v. Windsor, Essex and Lake Shore Rapid, R.W.Co., April 19th, 1909. Teetzel, J.)

MANITOBA CASES.

Mechanics' Lien.

Plaintiffs brought action to enforce a mechanics lien, and the action was referred to the Referee in Chambers for trial, pursuant to sec. 12 of the Act to amend the Mechanics' and Wage-Earners' Liens Act, 1908. Notice of trial was served on 15 other lien-holders. The Referee found the plaintiffs' lien proved and 14 other claims also proved, and he fixed the costs of the several other lien-holders on whom the notice of trial had

been served. The taking officer, finding that the plaintiffs' fees amounted to more than 25 per cent. of their claim, issued a certificate for an amount equal to 25 per cent. of the plaintiff's claim only, plus their disbursements. Plaintiffs appealed from this decision to Cameron, J. who dismissed the appeal, and plaintiffs then appealed to the Court of Appeal.

The Court held that the maximum to which the plaintiffs' costs could extend was 25 per cent. of the amount awarded to the plaintiffs and the other lien-holders, reduced, however, by the total amount of costs awarded to the various lien-holders other than the plaintiffs, to the end and intent that the defendant should not be ordered to pay in costs a sum greater than 25 per cent. of the total amount of all liens awarded against him in that proceeding.

(McDonald-Dure Lumber Co. v. Workmen; February 5th, 1909, Court of Appeal.)

SASKATCHEWAN CASE.

Mechanics' Lien.

A claim was recently made for a mechanic's lien for materials supplied by a sub-contractor in the erection of a school building, which was disputed by the contractor, on the grounds that the procedure should be under the law applicable prior to the date of the Mechanics' Lien Act, that the application did not show compliance with that law, that the onus of proving that the materials were used was on the plaintiffs, and that they had not proved the use of the materials in the erection of the building. The defendants, the school corporation also set up that, as they had only an agreement for purchase they had no interest upon which a lien could attach.

It was held that \$1,066.09 was on 2nd December, 1907, due to the plaintiffs, and that the defendant corporation had on the said date retained \$1,910 due by the school district corporation to the defendant, Barrett; that the plaintiffs have a lien for \$1,066.09 upon the land particularly described in the claim of lien duly filed and registered on 28th December 1907, and upon the said \$1,910; that the

plaintiffs costs of this action and of filing and registering the lien be taxed; that the defendant corporation pay into Court on or before 20th January, 1909, the sum of \$1,066.09 with interest as allowed and such taxed costs; that, in default of such payment, all the estate and interest of the defendant corporation in the lands described be sold subject to the direction of the Court, and that C. J. Barrett shall pay to the plaintiffs any deficiency which may remain on sale of the property.

(Montjoy v. Heward School District Corporation; Rimmer Dist. Ct. J.; November 17th, 1908.)

BRITISH COLUMBIA CASES.

Workmens' Compensation.

The widow of a workman who was killed in a sugar refinery on the afternoon of the first day of his employment, at work in which he previously did not have experience, recently brought action for the recovery of damages under the Workmen's Compensation Act. In the evidence it appeared that no one had witnessed the fatality, but it apparently arose from the deceased using a lift which employees were prohibited from using except when carrying freight. The deceased was inexperienced in the use of lifts and had been specifically told not to use the lift in question. The Justice held that the deceased had been guilty of misconduct and dismissed the action.

(Granick v. British Columbia Sugar Refinery Company, Morrison, trial J.)

Damages to Logging Engineer.

The plaintiff, an engineer, was cleaning up a chute preparatory to moving when the hook tender instructed him to move a log. While doing this and watching the hook-tender who was giving him the necessary signals, he was struck from behind and his ankle was badly broken and he was otherwise hurt. A hemlock log which was found lying near him directly after the accident and which it is supposed had been lying unnoticed in the chute, was thought to have been the cause of the injury. The defence urged was that the engineer was in charge of the chute and

that it was his duty to see that the chute was clear. It was also alleged that he had used too much steam on the fender log. The plaintiff was awarded a verdict for \$2,500.

(Woodruff v. Vipond, Victoria, B.C., Irving, J.)

ENGLISH CASE.

Workmen's Compensation.

A somewhat unusual claim for compensation under the Act was brought by the widow of a deceased workman in the following circumstances:—Her husband was in the employ of the respondent company, and on October 30, 1908, he met with an accident arising out of and in the course of his employment by his hand being caught between two rollers. He was admitted to the infirmary. The hand was badly crushed, but as there was a slight connexion to supply blood from the forearm the surgeon hoped that he might be able to avoid the necessity of amputating the hand. He accordingly put the man under chloroform and cleaned the hand. The operation which was described as a bold experiment was successful, and the man was temporarily discharged. In order to prevent contraction, which would have rendered the hand rigid and practically useless, it was necessary in December to perform the operation of grafting skin. The second operation being painful, though not dangerous, an anæsthetic was administered and he died under the anæsthetic. The widow sued for compensation, but the County Court Judge dismissed the application. The widow then appealed.

The Master of the Rolls in rendering judgment said that the appeal raised a curious and not unimportant point. A workman met with an accident to his hand which was badly crushed. It was admitted that he was bound to undergo an operation of some kind. It was said that the usual operation would have been to amputate the hand. That, of course, was an operation which would reasonably have involved the use of an anæsthetic, and if the man had in that case died by reason of the administration of the anæsthetic, counsel for the respondents,

who had put forward every reason that could be urged, admitted that it could not have been contended that the employers would not have been liable. Instead of this an extremely skilful surgeon performed an operation which would preserve the hand and make the man, not a maimed man for life, but an able-bodied workman so as to relieve the employers from liability. An anæsthetic was administered at the first stage of the operation with success, but the hand would have been stiff and useless unless a further simple but painful operation had been performed. That was really a second step in one operation which the surgeon thought necessary to perform. Unhappily death ensued on the administration of the anæsthetic. In these circumstances the Court was asked to say that the learned County Court Judge was right, when he held that there was no liability on the part of the employers,

because the operation was a bold experiment. With great respect to the learned Judge, he seemed to have misdirected himself. The true test was whether the step which was taken to obviate the consequences of the accident was a reasonable step. On this point the evidence was all one way. The learned County Court Judge had not applied his mind to this question or admitted it as the true test by which his decision ought to be governed. He had said that the first operation was a bold one, and though it was successful there was some vice inherent in the transaction, because the second operation involved the administration of an anæsthetic which caused death. The learned Judge had misdirected himself, for the step taken by the workman was not only courageous, but in the interests of his employers. The case must go back to the County Court, not for rehearing, but to assess the amount of compensation.

THE LABOUR GAZETTE

JUNE, 1909.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF MAY, 1909.

I.—GENERAL SUMMARY

EMPLOYMENT was considerably more active in May than in the preceding month, and on June 1 the supply of general labour was well absorbed. The railway construction camps took on large numbers of additional men during the month, and the beginning of civic improvement work and the activity in the building trades created a strong demand. The weather was unusually backward during the first half of the month, causing some loss of time to agriculturists; in the closing weeks, however, excellent growing conditions prevailed, and the outlook was regarded as generally favourable, especially in the North-west Provinces. Fishermen had only a fair month, the prevalence of ice off the Atlantic coast and a heavy storm in the third week of the month having caused some damage. The same conditions delayed shipments from the Nova Scotia collieries, but elsewhere in Canada conditions in the mining industry were favourable, except in Alberta and in eastern British Columbia where labour disturbances affected the collieries and metalliferous camps. The lumbering industry sustained some loss of time at saw-mills from the exceptionally high water in Quebec and Ontario, but the same conditions enabled rapid progress to be made with the drives; in British Columbia the general tendency to improvement was continued. Manufacturing establishments continued to

increase their staffs and output, and transportation employees had a good month. The general outlook at the close of May was considerably more favourable than at the corresponding period of 1908.

Changes in Wages and Hours of Labour.

Wages were for the most part stationary during May, though rates were lower than last year for railway construction employees in western Canada on the opening of the season,¹ and for carpenters in a few localities. At Vancouver, B.C., however, 500 of the latter class obtained an increase of 50 cents per day, and the general tendency in the building trades was to maintain rates. In manufacturing establishments the tendency was upward from the rates of the winter.²

Among changes information concerning which was received at the Department during May the following were the most important:—

Building trades.—Bricklayers at Montreal were decreased in wages from 50 cents per hour to 40-45 cents; carpenters and joiners were also decreased from 30 cents to 22½-25-27½ cents per hour and builders' labourers from 22½-25 to 20-22½ cents per hour.

¹ See report of Winnipeg, Man., correspondent.

² See report of Berlin, Ont., correspondent.

Civic employees.—Policemen (82) and firemen (72) at Quebec, Que., received an increase in wages of 10 cents per day.

Unskilled labour.—Labourers at Montreal, Que., had their wages reduced from 17½ to 12½–15 cents per hour.

Cost of Living—Prices.

The continuance of wheat prices on exceptionally high levels caused a corresponding sharp advance in flour, which was followed by an advance in the price of bread at many points. Biscuits and other confectionery also advanced. Butter and eggs were unusually high for the season. Cattle and meats were advanced; but hog prices though high showed a slight downward tendency at the close of the month. A scarcity of hides caused an increase in leather prices, and prices of footwear and harness are expected to follow. Potatoes, beans and other vegetables were high. Rentals though downward in a few localities from special causes were on the whole upward in tendency, and real estate values were increasing.

Interruptions to Industry.

Among industrial and other establishments and buildings destroyed by fire or other cause during May, as reported in the press of the Dominion, the following may be mentioned:

Nova Scotia.—Three warehouses and contents, loss, \$130,000; saw-mill at Tusket, loss, \$50,000, 200 men thrown out of employment; hotel at Yarmouth, loss, \$3,000.

Forest fires back of Annapolis, N.S., caused heavy damage. A strong gale on May 24 off the Nova Scotia and Prince Edward Island coasts damaged lobster traps and gear seriously. On May 27 the schooner "J. & L." Irving, laden with coal went ashore on Big Bras d'Or Lake and became a total wreck.

New Brunswick.—Hotel, store and dwelling at Edmundston; saw mill and 2,000,000 feet of lumber at Magaguadwick; school house at Nauwigewauk.

Barn at Forest Glen.

Spring freshets caused damage in certain parts of New Brunswick.

Quebec.—Paint factory at Champlain, loss, \$8,000; business block at d'Israeli, loss, \$15,000; plumbing establishment at Granby. At Montreal; store, loss, \$2,000; chemists and surgeon's supply factory, loss, \$8,000; abattoirs, loss, \$10,000; lead works, loss, \$200,000. Business block at Quebec, loss, \$75,000; municipal building at Richmond; saw-mill and residence at St. Georges de Beauce, loss, \$10,000; outbuildings and contents at St. Joseph Village, loss, \$5,000.

Forest fires around Lake Brocket caused damages estimated at \$25,000.

Spring freshets caused serious damage throughout Quebec. On the St. Maurice river the booms at Grand Piles broke letting loose 400,000 saw logs, and in Ottawa and Hull the high water forced the saw mills to close down, throwing a large number of men out of work.

Ontario.—Hardware store at Bracebridge, loss, \$15,000; business block and church at Chelmsford; smelter at Chippawa, loss, \$25,000; extensive farm buildings and stock at Duntroon, loss, \$3,000; woolen mills at Dunnville, loss, \$12,000; three business blocks at Haileybury, loss, \$40,000; warehouse at Hamilton, loss, \$30,000; business portion of town of Elk Lake; foundry and machine shop at Ingersoll, loss, \$10,000; rag warehouse at Hamilton, loss, \$1,000; crockery warehouse at London, loss, \$40,000; business block at Madoc, loss, \$3,000; outbuildings and stock at Mount Pleasant, loss, \$2,000; grocery (partial) at Niagara Falls, loss, \$2,000; business block at North Bay, loss, \$70,000; book store at Port Hope; stores at St. Catharines, loss, \$3,500. At Toronto, tie factory, loss, \$20,000, (30 hands thrown out of employment); paper box factory and stores, loss, \$70,000; typewriter ribbon factory, loss, \$7,500; gasoline launch, loss, \$4,300; paint factory, loss, \$6,000; school on island, loss, \$3,500. Store at Waterloo; basket factory and mill at Woodburn, loss, \$12,000. Hotel, skating rink and lumber warehouse at Welland, loss, \$7,000.

Barn with 45 cattle, 6 horses and several sheep at Salem (struck by lightning); barns at Crowland and Ridgeway.

Manitoba.—Store and dwelling at Ste. Amelia.

Saskatchewan.—Prairie fires in the Govan district caused heavy losses to homesteaders.

British Columbia.—Saw-mill and lumber at Barnett, loss, \$350,000; public school at Cranbrook, loss, \$50,000; 4,000,000 feet in lumber yard at Cranbrook, loss, \$50,000; saw-mill on Salmon River, loss, \$110,000; portion of town of Wesley, loss, \$100,000.

Bush fires caused damage in the Okanagan district, several ranchers losing their cattle, crops and houses. An explosion in No. 2 mine at Cammore occurred on May 14.

Conditions in the Industries and Trades.

Conditions of employment during May in the several industries and trades throughout Canada, as indicated by the reports of correspondents to the *Labour Gazette* and by information received at the Department from other sources, may be briefly summarized as follows:—

Agriculture.

The weather during the first half of the month was unusually cold and wet, and farming operations were materially hampered. In the closing days of the month, however, a considerable improvement occurred, especially in western Canada, and the outlook on June 1st was regarded as generally favourable.

Seeding was nearly completed in the prairie provinces; and in several localities the grain was already showing well. The grain bed was in good condition and the supply of moisture sufficient. The acre

age sown is estimated to be from 10 to 30 per cent. greater than that of 1908. A snow storm in Alberta caused some loss on sheep ranches.

An official statement with respect to agricultural conditions in Ontario at the middle of May estimated the season to be from one to two weeks later than the average, as a result of the wet and cold weather. Fall wheat, according to early reports, was somewhat backward and thin, but later reports were considerably more favourable. Clover was injured by the drought of the autumn season, but a fair cut of hay is anticipated. Spring sowing has been delayed by the wet weather. Pastures were in fair condition. Cattle have come through the winter well.

In Quebec and the Maritime provinces unfavourable weather conditions were reported up to the closing week of the month. Seeding has been delayed, though the rapid growth of the closing days of the month rendered the outlook on the whole favourable.

A good fruit yield is anticipated throughout Canada, trees having wintered well. Leafing and blossoming were backward, but with favourable weather at the time of blooming a good yield is expected.

The Department of the Interior has recently issued a map of that part of Canada lying west of the Great Lakes, showing the positions of grain elevators and flour and oatmeal mills together with tables showing their individual and collective capacity. In the three provinces of Manitoba, Alberta and Saskatchewan there are 650 grain elevators with an aggregate capacity of 42,868,900 bushels, while in the other provinces the number of elevators is considerably below this, they having a capacity of 28,697,700 bushels. Thus the total elevator capacity of Canada amounts to 70,566,600 bushels. Manitoba has fifty flour and oatmeal mills with a daily capacity of 17,365 barrels; Saskatchewan has twenty-five mills with a possible daily output of 3,365 barrels; while Alberta has seventeen mills with a possible output of 1,530 barrels.

The final crop bulletin of the Department of Agriculture for Alberta with ref-

erence to the season of 1908 was issued during May. The yield on the whole was much heavier than had been expected. Winter wheat was a phenomenal crop, and other grain yields compared favourably with those of preceding years. The total area under crop is estimated at 837,641 acres, yielding a total of 25,073,147 bushels. The total yield showed an increase of 72 per cent. over that of 1907, which was, however, considerably below the average.

The annual meeting of the Western Canada Stock Growers' Association was held at Medicine Hat, Alta.

A commission has been appointed by the Ontario government, composed of three members of the legislature, with Dr A. R. Pyne as chairman, for the purpose of making an investigation into the milk supply of the province, with a view to securing a sanitary and pure supply. The enquiry will be exhaustive and will be carried on both in Ontario and in the United States.

Fishing.

The prevalence of ice off the Nova Scotia coast hampered fishing operations during May, and a storm which swept the Nova Scotia and Prince Edward Island shores on May 24 caused heavy damage to the gear of lobster fishermen. Catches in this branch have been somewhat lighter than a year ago, but factories have been kept active. Negotiations were in progress at several points as to the prices to be paid by packers to the fishermen for lobsters. At Antigonish, N.S., a rate of \$2.25 per cwt. was agreed upon; the rate last year was \$3.50. Shad and salmon were taken in good quantities in New Brunswick harbours, and the sardine yield has been satisfactory. Some good catches of herring were also reported, but mackerel had not yet struck in.

A meeting was held at Moncton, N.B., of representatives of the three Maritime provinces to discuss the condition of the oyster fisheries of these provinces.

In British Columbia some fair catches of salmon were made on the Fraser river, and the work of preparing the traps off

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of the *Gazette* as published in the present issue several trades and industries throughout the Dominion. The table has references only to the amount of employment headings in the *Gazette*. In tabulating the information in question, the terms employed are divided into two groups, the busy, very busy, (2) quiet, dull, very dull.

City and District of Correspondent.	Agricultural operations.	Fishing.	Lumbering (including saw-milling.)	Mining.	Manufacturing.	Railway construction.	Building trades.
Nova Scotia—							
1—Sydney.....	Active	Quiet	Active	Active	Busy		Active
2—Westville.....	Quiet	Quiet	Active	Dull			Active
3—Halifax.....	Quiet	Active			Quiet		Quiet
4—Amherst.....	Active	Active	Active	Dull	Active		Quiet
Prince Edward Island—							
5—Charlottetown.....	Quiet	Quiet			Active		Active
New Brunswick—							
6—Moncton.....	Quiet	Active	Active		Active	Busy	Active
7—St. John.....	Active	Active	Active				Active
8—Newcastle.....	Quiet	Quiet	Quiet				Active
Quebec—							
9—Quebec.....	Active		Dull			Quiet	Dull
10—Sherbrooke.....	Active		Active	Active	Active	Active	Active
11—Three Rivers.....	Active	Dull	Active		Active	Dull	Active
12—St. Hyacinthe.....	Active				Active		Active
13—St. Johns.....	Active				Active		Quiet
14—Maisonneuve.....					Active		Active
15—Montreal.....					Active		Dull
16—Hull.....			Dull	Dull	Dull		Busy
Ontario—							
17—Ottawa.....	Quiet		Dull	Quiet	Active		Active
18—Kingston.....	Active	Quiet		Active	Active		Active
19—Belleville.....	Active	Active	Active	Active	Active	Dull	Active
20—Peterborough.....	Quiet		Active		Active		Active
21—Toronto.....	Active				Active		Active
22—Niagara Falls.....	Quiet	Quiet			Active		Active
23—St. Catharines.....	Quiet				Active		Active
24—Hamilton.....	Active				Active	Active	Active
25—Brantford.....	Active				Active		Active
26—Guelph.....	Active				Active		Busy
27—Berlin.....	Active				Active		Busy
28—Woodstock.....	Quiet				Active		Active
29—Stratford.....	Active				Active		Active
30—London.....	Quiet				Active		Active
31—St. Thomas.....	Active				Active		Active
32—Chatham.....	Quiet				Active		Active
33—Windsor.....	Quiet		Active		Active		Active
34—Sault Ste. Marie.....	Active	Quiet	Active		Active		Active
Manitoba—							
35—Winnipeg.....	Busy				Active	Busy	Busy
36—Brandon.....	Active				Quiet		Active
Saskatchewan—							
37—Regina.....							Dull
38—Moose Jaw.....	Busy						Active
Alberta—							
39—Calgary.....							Dull
40—Edmonton.....	Active			Active	Active		Quiet
41—Lethbridge.....							Dull
British Columbia—							
42—Nelson.....				Dull			Active
43—New Westminster.....	Active	Active	Quiet		Active		Quiet
44—Vancouver.....							Busy
45—Victoria.....	Active	Active	Active		Active		Active
46—Nanaimo.....	Active	Dull	Active	Active		Active	Quiet

CANADA DURING THE MONTH OF MAY, 1909.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken to wage changes, trade disputes and kindred phenomena treated under separate order indicating in each the degree to which general conditions were favourable or unfavourable, as follows (1) active,

Metal engineering ship-building.	Wood-working.	Printing and Allied trades	Clothing.	Food and tobacco preparation	Leather.	General transport.	Miscellaneous.	Unskilled labour
1— Active	Active	Active	Active	Active	Active	Quiet		Quiet
2— Active	Quiet	Active	Active	Active			Active	Dull
3— Active		Active	Active	Active		Quiet		Active
4— Active	Active	Active	Active		Busy		Quiet	Quiet
5— Active	Active	Active	Active	Active	Active	Active		Active
6— Active	Active	Active	Active	Active	Quiet	Active	Active	Active
7— Active	Active	Busy	Active	Active		Busy	Active	Active
8—	Busy		Active	Busy		Active		Dull
9— Active	Active	Active	Quiet	Active	Quiet	Quiet	Quiet	Dull
10— Active	Active	Quiet	Active	Active		Active	Active	Active
11— Quiet	Active	Active	Active	Active	Quiet	Dull	Active	Active
12— Active	Active	Active	Active		Active	Active	Active	Active
13— Active	Active	Active	Dull			Active	Active	Quiet
14— Active	Active	Active	Active			Active	Active	Quiet
15— Active	Active	Active	Active	Active		Active	Active	Dull
16— Active						Dull	Quiet	Dull
17— Active	Active	Busy	Busy	Active	Active	Busy	Active	Busy
18— Active	Active	Active	Busy	Active	Active	Active	Quiet	Active
19— Active	Active	Active	Active	Active	Active	Dull	Active	Active
20— Active	Active	Active	Active	Quiet		Active		Active
21— Active	Active	Active	Active	Active	Active	Active	Active	Active
22— Active		Active	Quiet	Active	Active	Active	Active	Active
23— Active	Active	Active	Active	Active	Busy	Active	Active	Active
24— Quiet	Quiet	Active	Quiet	Quiet		Active	Quiet	Quiet
25— Active	Active	Busy	Active	Busy	Active	Active	Active	Quiet
26— Active	Quiet	Active	Busy			Active	Active	Quiet
27— Active	Active	Active	Busy	Quiet	Busy	Active	Active	Active
28— Active	Busy	Active	Quiet	Active	Active	Active	Active	Busy
29— Active	Active	Active	Busy	Active		Active	Active	Quiet
30— Active	Quiet	Dull	Busy	Quiet	Active	Busy	Quiet	Dull
31— Active		Active	Busy	Active		Quiet		Active
32— Active	Active	Active	Busy			Busy	Active	Active
33— Active	Busy	Active	Busy	Active	Active	Active	Active	Active
34— Active		Active	Active	Active		Active	Active	Quiet
35— Active	Active	Quiet	Active		Busy	Active	Active	Active
36—		Active		Active		Dull		Dull
37— Dull		Active		Busy			Active	Very dull
38— Active		Active		Active		Active	Active	Quiet
39— Active		Active	Active	Active	Active	Active	Active	Very dull
40— Active		Busy		Active			Active	Very dull
41— Active	Active	Active	Dull	Active		Active	Active	Dull
42—							Dull	Dull
43— Active	Active	Active	Active	Active		Active	Active	Quiet
44— Active	Active	Active				Active	Dull	Very dull
45— Active	Active						Active	Active
46— Active	Active	Active				Active	Quiet	Active

Vancouver Island for the heavy run of sock-eyes that is expected this year was actively in progress. Whales were reported plentiful off the Island.

The Department of Marine and Fisheries, Canada, has repeated the experiment made last year of introducing Atlantic coast lobsters into the waters of the Pacific Ocean, a shipment of 1,800,000 live lobsters having been brought from Halifax and liberated at Mudge Island.

In order to encourage the development of the Canadian fishing industry on the Pacific coast, where the bounty system prevailing in the Atlantic provinces does not obtain, the Dominion government recently passed an order-in-council granting a rebate of one-third of the express rates on all shipments of fish billed from Vancouver by Canadian fishing companies or Canadian fishermen to any point in Alberta, Saskatchewan and Manitoba. *This rebate or bonus applies to any variety of sea fish caught in Canadian waters, including salmon, halibut, oysters, crabs and clams.

Lumbering.

The exceptionally high water in the streams throughout Ontario and the eastern provinces enabled rapid progress to be made with the drives, though some loss and inconvenience was caused by the breaking of booms. The logs will reach the mills considerably earlier than last year and few will be left in the streams. The high water, however, threw a considerable number of employees of saw-mills out of work, and stocks in the yards were in some localities light at the end of the month.¹

In British Columbia general conditions continued to improve, the demand from the prairie provinces having increased and the export trade being more active than in the previous month.

The staff of fire rangers of the Ontario Department of Lands, Forests and Mines will be increased during the present summer. In the Temagami reserve 160 men will be employed in place of 70 last year.

The Canadian Lumbermen's Association held its first annual convention at Ottawa, May 18-19. The following officers were elected, President, Gordon C. Edwards, Ottawa; vice-presidents, J. E. Miller, Toronto; H. J. Bartlett, Orillia; J. C. Browne, Ottawa; J. C. Gillies, Bræside; J. J. McFadden, Toronto; E. W. Avery, Ottawa; D. H. McLennan, Montreal; Wm. Power, Quebec; E. H. Lemay, Montreal; F. M. Faldie, Toronto; Angus McLean, Little Cascapedia; and W. Price, Quebec; secretary, F. Hawkin, Ottawa; treasurer, R. G. Cameron, Ottawa.

The Canadian Forestry Association has appointed Mr. James Lawlor, 11 Queen's Park, Toronto, permanent secretary.

Mining.

The Nova Scotia collieries were considerably more active than in April, though labour difficulties in the Springhill district curtailed the output, and the prevalence of ice off the coast delayed shipments. Asbestos mining was active in Quebec, but the mica trade remained dull. In Ontario, activity continued in the Cobalt camp and in the oil regions. In Hastings county and in the northern portions of the province a considerable increase in activity occurred. Development work was very active in the Gowganda field, an official report of a favourable nature as to the possibilities of that section having been issued during the month.

The Alberta and Eastern British Columbia collieries were dull owing to labour disturbances. An official report issued during the month shows that 112 mines were in operation in this province in 1908 employing upward of 2,600 workpeople within the mines and over 1,000 on the surface.

The Crow's Nest Pass and Vancouver Island collieries had a good month, but metalliferous camps at Rossland and in the Boundary district were quiet, though some exceptionally rich strikes of ore were reported from the former. During April about 3,450 tons of ore-carrying lead values were shipped to the Trail smelter, the lead produced amounting to about 50 per cent. of the net weight.

*See reports of Ottawa, Ont., and Hull, Que., correspondents.

The annual report of the Nipissing mine shows that in 1908 the company shipped 2,803 tons of low grade ore and 702 tons of high grade, having a total silver content of 2,893,931 ounces, with a net value of \$1,363,783. The total cost of production was \$575,213, or a little over 20 cents per ounce.

Manufacturing.

There was continued gradual improvement in the manufacturing industry during May. Staffs were augmented in many branches and localities. Favourable reports from western Canada were the leading factor in the situation. The activity of the building season also stimulated sash and door factories, brick-yards and other manufactures of structural material. Clothing factories had an exceptionally good month, and iron and steel plants were very busy. A contract for over \$500,000 worth of heavy machinery to be delivered to the Lake Superior Corporation at Sault Ste. Marie, Ont., was signed. The Dominion Iron and Steel Company will undertake extensive additions to plant shortly. Negotiations looking to the establishment of a large dry-dock at Port Arthur, Ont., to employ 300 men at the outset, were in progress. The usually high water in the streams caused serious embarrassment to industries dependent on water power at several points. At Ottawa, Ont., and Hull, Que., in the neighbourhood of 4,000 men were thrown temporarily out of work through this cause.

The annual report of the Canadian Coloured Cotton Company for the year ended March 31, 1909, showed shipments of goods during the period amounting in value to \$2,354,608, compared with \$2,967,338 in the previous year, a shrinkage of \$612,730. It was stated that business had not yet returned to normal conditions and that production was being somewhat curtailed. The company has in operation 3,001 looms and 113,600 spindles, employing over 2,000 hands; the wages bill of the year amounted to \$633,000.

The annual meeting of the Nova Scotia Steel and Coal Company, Limited, was

held in New Glasgow on May 20, 1909. The earnings of the company during the past year were reported as \$734,701, a shrinkage of \$210,099 compared with the previous year, owing to the financial depression. Steps were taken to reduce the cost of production as well as to increase the output of the plant. The directors asked for authorization to issue 50 year bonds at 5 per cent. for an amount not exceeding \$6,000,000. It was stated that the output of the company in coal and ore for the coming season was fully contracted for and that a considerable amount of tonnage for the mills was now on the order books.

Railway Construction.

Several thousand additional men were taken on by the railway camps, and at some points, especially in western Canada, the demand was still unfilled. It is estimated that over \$80,000,000 will be spent on railway construction during the present summer. By the end of the year it is expected that the entire Grand Trunk Pacific Railway line will be under contract, with the exception of less than 300 miles. Work progressed rapidly in the several camps during May, especially in the closing weeks of the month.

The second of the spiral tunnels on the Canadian Pacific Railway line between Field and Hector, B.C., was completed during May and the steel will be laid at once. The tunnels add some four miles to the length of the line but reduce the grade from 4.5 to 2.2 per cent. The work has cost \$1,500,000, being the first of its kind on this continent.

General Transport.

Railway traffic was well maintained and earnings of the companies were satisfactory, though the opening of navigation caused some diminution of employment on certain lines. Several thousands of longshoremen, ship labourers, etc., resumed active work during the first half of the month. In the Maritime provinces the presence of ice off the coasts until an unusually late date curtailed shipments.

A summary of lake commerce passing through the Sault Ste. Marie canals during the month of April is as follows:—

Vessel passages.....	Number	192
Registered tonnage.....	Net	258,585
Freight—		
East bound.....	Net tons	49,047
West bound.....	Net tons	172,564
Total freight.....	Net tons	221,611

The United States canal opened on April 20, and Canadian Canal on April 21.

There has been a considerable increase during the past winter in the amount of western grain shipped via the Pacific route. The number of cars inspected in this connection at Calgary during the past two seasons up to March 1st in each case was as follows:—

	1907-08	1908-09
Winter wheat.....	754	1,022
Spring wheat.....	671	1,015
Oats.....	1,166	1,615
Barley.....	85	123

On May 7 an order of the Board of Railway Commissioners for Canada was issued requiring railway companies to clean and disinfect railway cars, stations and waiting rooms, in accordance with specified instructions, in order to prevent the dissemination of tuberculosis or other infectious diseases. The penalty for violation of the order is fixed at \$50 in the case of the company and at a maximum of \$15 and a minimum of \$2.00 in the case of an employee.

A revised copy of the rules and regulations of the Board superseding all previous rules and regulations was issued during May.

The Trades.

Building.—From almost every centre throughout Canada reports indicate that the building year will be very active, considerably exceeding in the extent of operations the season of 1908, and approximating to the conditions which prevailed in 1907. The various branches of the trades were busy, especially carpenters, and additional workmen of this

class could have found employment in certain localities.

Metal and woodworking.—Employees in metal and woodworking establishments were more active than in any previous month of the year.

Printing.—The allied trades had a good month.

Clothing.—Journeymen tailors were active, and garment, hat and cap makers were busy. Boot and shoe workers were less active than in April.

Leather.—The leather trades were fairly active.

Food and tobacco preparation.—Bakers and butchers had an active month, and tobacco workers and cigarmakers were well employed. Small country mills were embarrassed by the rapid increase in the price of wheat.

Miscellaneous.—Miscellaneous trades were somewhat quiet. The tourist trade was late in opening on account of the backward weather.

Unskilled labour.—A further marked improvement in conditions occurred during May, and unskilled labour was well employed in most localities. Civic improvement work was begun on a large scale in nearly all the cities and the activity of the building and railway construction branches absorbed large numbers of men.

Canadian Trade and Revenue.

Foreign trade.—During April, 1909, the total value of imports entered for consumption was \$22,601,571, compared with \$20,201,609 in April, 1908. The total value of domestic exports during April, 1909, was \$11,862,797, compared with \$10,294,828 in April, 1908. During April, 1909, there was an increase in exports of the mine, the forest and agriculture, and a decrease in exports of the fisheries, animals and their produce and manufactures. The grand total of Canadian trade for April, 1909, was \$34,998,854 compared with \$30,970,587 in April, 1908. The exportation of Canadian goods to the Mexican market was stated to have almost doubled in the past year. A good market in Japan for aluminium in slabs, ingots and blocks, and for asbestos was reported.

Imperial trade.—In advices received from commercial agents of the Department of Trade and Commerce, Canada, personal visits of Canadian exporters to the commercial centres of Great Britain are strongly urged. Canadian monoline composing machines are finding a ready sale in Australia. The Canadian agent at Melbourne reported that catalogues of Canadian manufactures filed in his office are frequently consulted. Canadian trade with Australasia and South Africa is stated to be increasing materially.

Domestic trade.—Trade wholesale and retail was fair, especially in the closing week of the month, when seasonable weather stimulated the demand for spring and summer lines. Money continued plentiful and paper was well met. Bank clearings have shown a considerable increase, compared with the corresponding period of 1908.

The thirty-fourth annual statement of the Imperial Bank of Canada showed an increase in deposits of 20 per cent. and in circulation and current loans. Eight new branches were opened during the year and 10 additional branches are now being established. The staff which numbered 555 in 1908 now numbers 589.

The forty-ninth annual meeting of La Banque Nationale was held during May. The reserve fund was increased by 150,000. Four new branches were opened during the year. A first allocation of \$10,000 to the employees' pension fund was made.

The Sterling Bank of Canada reported an increase of 28 per cent. in profits compared with the previous year. Deposits and reserve fund have also increased.

Notes.

Assessment values of lands and improvements for the present year will show a considerable increase over those of last year in nearly all Canadian cities.

The annual meeting of the *Labour Educational Association of Ontario* was held at Berlin, Ont. The establishment of co-operative shops for the manufacture of toys from waste material during the winter months, and other subjects were discussed.

Plans have been completed by the *telephone commissioners of Manitoba* for the season's building and extensions by which \$750,000 will be expended and 5,000 subscribers added, to the system in Manitoba. A number of changes in policy have been inaugurated since the government purchased the system. The result has been a keen demand for new rural lines and farmers' telephones. There have been 2,500 contracts taken for rural telephones since Jan. 1, 1909. Of the \$750,000, which the estimates include, \$250,000 will be expended in Winnipeg upon a new exchange and on the extension of aerial and underground cables; \$250,000 on rural lines; and \$250,000 on long distance lines and new exchanges throughout the province.

II. REPORTS OF LOCAL CORRESPONDENTS

MR. J. F. Girard, 31 Buller St., Ville St. Louis, Montreal, Que., has been appointed correspondent to the *Labour Gazette* for Maisonneuve, Que., and district, in place of Mr. E. Pelletier, resigned.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the May labour market was active, but with a

plentiful supply of skilled and unskilled labour. The navigation season, which in April appeared promising, opened much later than usual owing to heavy drift-ice off the coast, and it was not until the third week of May that vessels had free and safe access to harbours. Fishing was retarded by ice conditions, and no sooner had the ice disappeared, and the fishermen put out their nets and lobster traps, than a fierce gale swept the coast destroying gear and causing heavy loss. The larger industries were all active. The coal trade and steel industry together

with the factories, foundries and other works were busy. During the later half of the month, water transportation was heavy, while rail transportation was slightly affected by the activity of water freights. The building trades were active and prospects for a busy season are bright.

The Sydney Cement Works, while not so active as usual, has had a growing trade, and it is anticipated that a little later in the season the plant will be taxed to supply the demand. A number of builders are considering the use of cement for dwelling houses, and farmers are learning to turn this useful material to account.

The Sydney Steel Plant had a busy month, every department working to full capacity. The output at the present time is limited by the coke supply, but as soon as it is ascertained what type of coke-oven gives the best satisfaction, a large number of these will be built. Orders are plentiful and prices for steel products are a little higher.

The Nova Scotia Steel Plant at Sydney Mines was very active and will continue so during the summer season.

All the collieries of the Sydney Mines District were busy, and large outputs obtained. The Dominion Collieries worked steadily and the May output was much larger than that of April. The new collieries opened up on the Victoria areas are being rapidly developed. New colliery villages are springing up in the Victoria District, and ere long a large population will be producing coal from some of the best seams on the Island. The Inverness Collieries were all busy, and will continue so during the summer.

The leading business men of Sydney have formed themselves into a body known as the Sydney Century Club for civic progress. Their aim is to advertise the City of Sydney as an industrial centre, and to establish works which will use some of the products of the Sydney Steel Plant.

Labour is still unsettled owing to the controversy between the different labour unions in the mining districts.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The season is a little later than last year, owing to the continuance of cold weather; but the weather though cold was fine, and permitted farmers to get their planting and seeding finished.

Fishing.—Drift ice and heavy windstorms hindered fishing up until the last week of May. Fair catches of herring were obtained and lobsters are reported plentiful.

Lumbering.—The price of lumber being much stronger than it was last year, lumbermen look forward to a reasonably prosperous year. Wages are about the same as last season. Chappell Bros. & Co., were busy and will continue so.

The various skilled trades were well employed, but unskilled labour was plentiful.

WESTVILLE, N.S., AND DISTRICT

Mr. T. Hale, correspondent, reported as follows:—

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Backward conditions prevailed, owing to unfavourable weather.

Lumbering.—The season's cut has been large. The hauling of the timber from the mills to the railway sidings was well advanced, there being a large quantity of lumber at the different stations awaiting shipment.

Mining.—In the beginning of the month this industry showed signs of improvement, but the miners at the Acadia Colliery made a demand for an increase in wages and on May 11th, their request being refused by the management, they went on strike. As a consequence the mines remained idle until May 20 when work was resumed, the men going back to work unconditionally. At the Drummond Colliery a number of the boys working as drivers asked for higher wages and on their demand being refused they went on strike, May 5, and have remained idle since. The colliery continued operations, the places of the

strikers having been filled by men from other portions of the works. This continued until May 20 when the men refused to fill the boys' places any more and the mine has since been closed.

Other industries.—Brickmaking and building operations have begun their season of activity. The shipping season has commenced and a few coal steamers left the port for Quebec and Montreal.

CONDITION OF PARTICULAR TRADES.

Painters, decorators and paperhangers were busy, and carpenters and joiners had fair employment. Blacksmiths and jewellers had a fair month. The other metal trades were active. Printers had a fair month. The clothing trades reported trade fair, and the food and tobacco tobacco preparation branches had a good month. The miscellaneous trades were fairly well employed. Street railway employees had a good month, but unskilled labour was dull.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market showed an improvement over April. Building and repairing operations have not as yet reached the activity expected from the number of permits taken out and the unfinished state of operations begun in 1908. In May, 1908, there were 73 permits issued, representing \$197,771 in new buildings and alterations, while up to the 26th of May, 1909, the permits issued were 78, representing \$64,804. It is expected that during June much activity will prevail. Work on the new round house has been somewhat retarded, owing to the rocky nature of the soil; there are now some 50 hands employed. The post office repairs are making fair headway as well as the work on the Cathedral. The Technical College has not made as

much progress as expected, owing in to delay in receiving stone from the quarries. The children's hospital, the school, the Sacred Heart Convent, the Holy Heart Seminary extensions, and the new laundry, are among the principal contracts that should make conditions active in the building industry during the coming four months. The corporation of Halifax also contemplates expending several thousand dollars on sewer, water and street improvements.

The first sleeping cars built in Halifax were sent out from the Silliker Car Works on the 5th of May. They were built for the Intercolonial Railway. The cars were 70 feet long, with 18 sections, and have accommodation for 72 passengers. Interior woods are ash and cherry. They were forwarded to Moncton to be placed in commission. The company, which now employs about 285 hands, has orders from the Canadian Northern Railway for first class passenger cars, from Newfoundland, and from the Temiskaming and Northern Railway for conductors' vans.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were hindered considerably by the cool and damp weather.

Fishing.—Local fishermen were not as fortunate as during April, there being but few catches. The storm of the 23rd and 24th did damage to nets, lobster pots, etc.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were better employed than in April. The strike for eight hours is in about same state as a month ago, but indications point to a settlement. Lathers and plasterers were dull, but were busier towards the end of month. Carpenters were busy. There were but few idle hands. Painters, decorators and plumbers had a busy month. Stonecutters were better employed than in April, but there were some idle hands. Builders' labourers had a fair month.

Machinists were fairly active. Electrical workers were well employed.

Boilermakers had a very good month. Other metal lines were about normal.

Printers, pressmen and bookbinders had a good month.

Journeyman tailors had a fair month, custom workers especially. Boot and shoemakers were not as active as last month.

Butchers and meat cutters were busy.

Maintenance of way employees and railway clerks were fair; brakemen were busy; other lines were up to general average. Street railway employees had a fair month. Longshoremen and freight handlers were busy during the early part of the month, but were somewhat slack towards the end.

Unskilled labour reported a marked improvement over April.

AMHERST, N. S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was fairly well employed during May. There has been steady improvement, especially in manufacturing. Building operations have commenced, but the season's operations will be smaller than at any period during the past five years. The local supply of labour will be sufficient for the summer.

There have been no new industries started during the month, but those in operation have increased their staffs. In the mining centers work has been rather slack, especially in Springhill which is the largest coal town in the County. The management reported orders slack and the mine was shut down for several days.

Retail trade was fair, but not up to the standard of three or four years ago. Wholesale men state that merchants are still buying very cautiously and that conditions in Eastern Canada are not improving as rapidly as in the west.

There is considerable unrest in labour circles in Springhill. A new Conciliation Board was applied for and granted during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The spring has been very backward seriously delaying farming operations. The season's crops will not be in the ground until June is well advanced. Hay, however, is abundant and the farmer so far have not suffered.

Fishing.—The lobster season is now in full operation and the packers reported the catch well up to the average. The heavy storm that swept the Coast on May 24th, did considerable damage but will not materially affect the output. Prices are good.

Lumbering.—Shipping to the European Market, has been begun and the export trade will be well up to the average of former years. The market is fairly good.

Manufacturing.—There has been steady improvement in all lines. More orders are coming in and more hands are being added.

CONDITION OF PARTICULAR TRADES.

Building.—The outlook for the season is not promising and building operations will fall short of previous years. Wages have been reduced fully 20 per cent. to carpenter's and joiners. There will be no great demand for bricklayers and masons this summer. Painters and paper hangers have been very busy.

Metal.—Iron moulders had a good month, with steady work. Machinists and boiler makers have had steady work. Iron workers in general were well employed.

Woodworking.—Woodworkers, were fairly well employed. Carriage and wagon makers and car builders were fairly busy.

Printing and allied.—Printers had a busy month.

Clothing.—Journeyman tailors were fairly well employed. Boot and shoe makers were very busy.

Leather.—Trunk and bag makers were busy.

Miscellaneous.—Furriers were generally out of work.

Unskilled labour.—Conditions have improved but the local supply is more than sufficient for the demand.

CHARLOTTETOWN, P. E. I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labor market during May, was on the whole in satisfactory condition, all departments being in operation with supply and demand well balanced. In Charlottetown the building of the railway wharf was the principal government contract. It will probably be completed in the autumn. Not many new buildings were erected, but the usual amount of repairs and alterations were carried out. In other sections of the Island the construction of wharves, a breakwater at Summerside, the new Elmira branch railway and several lesser contracts, were sources of employment. At the close of the month the contract for the construction of the new building for the Canadian Bank of Commerce, was let to Rhodes-Curry Co., of Amherst, who will start work immediately. Wholesale and retail merchants reported trade normal. There were no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The end of the month found tillage operations general throughout the province. The season was wet and cold and the most backward for many years, seeding being unusually late. A considerable amount of shipping was carried on in the first week of the month.

Fishing.—On the 25th of the month, the lobster season opened for the section of the coast from Cape Traverse to West Point, other sections having opened on April 27th. Owing to unfavourable weather and other causes the catch up to date has been below that of last year.

Mining.—Boring for minerals at Uigg, was carried on during the month, but although the drill had gone to a considerable depth, nothing of value was encountered.

Railroad construction.—The principal work carried on included the wharves at

Chalottetown and Souris, and the clearing of the woods along the line of the new Elmira branch railway.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers and plasterers were active. Painters, decorators, and paper hangers were busy, with plumbers, stonecutters, and builders laborers active.

Iron moulders, workers and helpers, machinists and engineers, steam engineers, electrical workers, linemen, and sheet metal workers were active. Bicycle workers, were busy.

Other skilled trades, including wood-working, printing, clothing leather &c., were active. Among unskilled labourers the demand and supply were about equal.

MONCTON, N. B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Upon the whole the conditions of labour during May were fairly satisfactory showing improvement over April and in a number of lines surpassing May 1908. Building operations went on briskly, a large number of high class residences being started. Contractors are optimistic and claim that this season will outrank last year, which was the largest in the city's history. Civic improvements will be upon an extensive scale and a large force of men are already employed. All local factories with one or two exceptions are active. In the Record Foundry it was found necessary to reduce the staff temporarily in certain lines. The Acadia Sugar Refinery Co-operative plant, a very important industry with a staff of 40 operatives and a payroll of \$1,600 per month, is very busy. Staves and heads are manufactured, 3,500 to 4000 cords of wood being annually made up. The Marvin Biscuit Company has enlarged its premises by the addition of an 80 feet ell and has installed considerable new machinery. This industry em-

ployes about 35 hands, on a pay roll amounting to about \$800 per month. The Cotton Factory and the N. B., Wire Fence Co., were also very busy.

Retail trade shows an improvement over April and wholesale trade is better than last year. Custom duties for April 1909, at this port amounted to \$9,189 as compared with \$7,596 for April, 1908, being an increased of \$1,593. Real estate is active and firm, rents normal and the demand for houses good. Bakers advanced the price of 2 lb loaves from 8c. to 9c. The Saturday half holiday with C. R., shopmen came into effect Mays 1st. No material changes in rates of wages or hours of labour were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farming operations were retarded by unfavourable weather throughout the month and as a result the acreage of crop planted is small. With the exception of hay which is very plentiful all kinds of farm produce are in good demand and at comparatively high prices. Oats retail at 70c. per bushel. Beef and lamb are scarce and high, butter is 23c. to 25c. per lb.

Fishing.—Large catches of herring were made at Baie Verte, Shediac and Richibucto, the factories and coldstorage plants being supplied with all they could handle and many tons being also used by farmers for fertilizer. Fair catches of lobsters were made and factories are busy. A heavy windstorm on May 24th, did much damaged along the coasts to traps and boats.

Lumbering.—Exceptionally favourable weather prevailed for the drives and the logs are about all brought to the booms. The large lumber mills along the North Shore are all in active operation.

Railroad construction and employment.—Work upon the International Railroad has been resumed, 500 men being now at work. A considerable crew also is busy in the double tracking of I. C. R., Moncton to Painsec which is to be completed this season. On the G. T. P., work is being rapidly forwarded and the grading and bridge work between Canaan River and Chipman is well advanced about 1,000 men being now employed.

Masons, carpenters, and joiners were active, also painters, paper hangers and decorators. Plumbers were busy. The demand for builder's labourers is increasing.

Foundry employees of most classes were fairly well employed but slackness in some lines was reported. Electrical linemen were busy and blacksmiths and horse-shoers fairly active.

Active conditions prevailed in all branches of the woodworking trades represented here.

In the printing and allied trades, steady conditions prevailed with the supply about equal to the demand.

Active conditions prevailed in the clothing trades.

Bakers were very active, with butchers normal.

The leather trades were normal.

Barbers were active. Clerks, delivery employees, theatre employees, laundry workers were busy.

Railway traffic was heavy and crews were in requisition, fair time being made by the men. Freight handlers were very active. Carters and expressmen were busy.

A good demand for unskilled labour exists, but the local supply appears to be sufficient to meet it. The unemployed were very few. Wages are \$1.50 per day.

DISTRICT NOTES.

Sackville.—Building operations were active. Heavy shipments of hay and potatoes were made during the month.

ST. JOHN, N.B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued active, and if all the new buildings and improvements contemplated are carried out a fairly good season for the building trades is assured. Work is proceeding on the addition to the Royal Hotel, and on a building for Manchester Robert-

son Allison, Limited. An addition to the Provincial Hospital for nervous diseases is in course of construction, and several new dwellings are about to be erected. The Bank of New Brunswick is advertising for tenders for a new branch building.

The following is a statement of the cattle shipments for the season of 1908-9:

	No. of Steamships.	No. of Cattle.
Janaury.....	10	5,448
February.....	8	7,032
March.....	8	2,729
April.....	6	3,259
Total.....	40	4,445
		22,923

This statement shows an increase of 2,513 cattle over the season of 1907-8. During the season 63 horses were shipped, compared with 51, an increase of 12. There was a falling off in sheep, only 151 being shipped, compared with 4,168 in the previous season. To feed the cattle 3,543 tons of hay and 160 tons of grain were required, and to take care of them 920 men were engaged.

The C.P.R. furnished the following statement of the grain handled at West St. John during the seasons of 1906-7, 1907-8, and 1908-9.

SEASON 1906-07.

	Bushels.
Wheat.....	1,784,942
Peas.....	35,810
Oats.....	847,819
Barley.....	585,127
Buckwheat.....	61,166
Corn.....	31,934
	3,346,798

SEASON 1907-08.

Wheat.....	5,393,262
Peas.....	13,848
Oats.....	6,860
Barley.....	516,644
Buckwheat.....	43,046
Corn.....	27,590
	6,001,250

SEASON 1908-09.

Wheat.....	5,929,013
Peas.....	10,887
Oats.....	5,277
Barley.....	414,524
Buckwheat.....	3,801
Corn.....	5,881
	6,369,384

In addition the I.C.R. handled during the year a total of 1,113,312 bushels, making total shipments from this port 7,482,696 bushels, the highest recorded.

During the past winter season 5,600 fewer passengers came to St. John by the winter port steamers than in the previous winter, and the entries through Halifax were about 3,000 less, making a total falling off of upwards of 8,600 persons. The number of arrivals was as follows:—

	Halifax.	St. John.
1907-8.....	16,600	24,158
1908-9.....	13,643	18,544

The Board of Trade is authority for the statement that in the fiscal year 1909 the value of exports from St. John was \$20,668,517, compared with \$4,838,509 from Quebec, \$10,015,509 from Halifax, and \$77,199,743 from Montreal. In 1898 the value of St. John exports was \$7,063,992. The following is a statement of the number of sailings and total net tonnage of steamers engaged in the winter port trade at St. John for each season from 1895-6 to 1908-9:

	Sailings.	Tons.
1895-1896.....	22	50,892
1896-1897.....	46	92,492
1897-1898.....	48	102,316
1898-1899.....	48	126,431
1899-1900.....	63	153,592
1900-1901.....	63	140,772
1901-1902.....	70	103,582
1902-1903.....	94	289,335
1903-1904.....	92	326,739
1904-1905.....	102	326,139
1905-1906.....	113	385,918
1906-1907.....	16	482,895
1907-1908.....	111	473,934
1908-1909.....	108	474,620

The transactions at the Dominion Saving's Bank during the month of April were: Deposits, \$56,966.18; withdrawals, \$81,349.13. During the month of April last year upwards of \$50,000 more was withdrawn than during the past month.

Bank clearings for the five weeks ending May 27 were \$6,592,801, and for the corresponding period last year \$5,804,902 being \$787,899 greater in 1909 than in 1908, and \$1,636,285 in excess of the four weeks ending April 22 of the current year.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—The St. George "Greetings" says: "The fishermen of Back Bay and vicinity have been paid over \$8,000 for sardines already this season. Many new weirs have been built and others are under construction. The fishing interests are becoming more important each year, and the numerous weirs in operation have proved a splendid investment and stimulated the fishing business." The St. John harbour fishermen are making good catches of shad and salmon.

Lumbering.—A sale of no-mark logs was held at the office of James Holly & Sons, St. John, on May 12. Spruce logs brought \$13.30 per thousand feet; cedar, \$5; pine, \$6; hemlock, \$4; pulpwood, \$7.50. All of the lumber drives are reported to be coming along well, and it is expected will reach the booms safely. It is predicted that every stick cut on the Restigouche and tributaries will reach the booms. The cut is about an average one. The drives on the Charl's are also in the boom or in safe water. In the Nepisiguit the drives are in sawwaters, and some of them are in the booms.

Railroad construction.—The C.P.R. Co., during the coming summer will extend the Bay Shore yard, adding tracks to give accommodation for two or three hundred cars. Nearly 60 miles of the road will be re-railed; about 12 miles will be between Fairville and Welsford.

Painters were active; other building trades were busy. The metal and wood-working trades were from active to busy, with boilermakers dull. Printers were very busy, some offices working extra time to meet the demand. Bookbinders, journeymen tailors, and cigar makers were active. Bakers and confectioners, broom and brush makers, railroad conductors, locomotive engineers and firemen, railroad telegraphers, trainmen,

switchmen, trackmen, and freight handlers. Steamboat men and firemen were busy. Shiplabourers were active and street railway employees, busy. Unskilled labour was active.

DISTRICT NOTES.

Baillie.—Luther B. Smith's saw mill was burned on May 20.

Edmundston.—The Queen's Hotel was destroyed by fire on May 11. The fire spread to adjoining buildings, several of which were burned.

Fredericton.—The annual meeting of the stockholders of the New Brunswick Telephone Company was held May 27. The directors submitted a statement for eleven months ending March 31, which showed that the earnings from rentals and tolls were \$230,595.03, and the expenses for operating, maintenance and general expenses \$138,514.18; with net earnings of \$92,080.85. The report of the president, Mr. S. H. White, showed that the plant account of the company has been increased during the eleven months from \$1,154,303.97 to \$1,225,028.58, an addition thereto of \$70,224.61, by new construction and development work. Indebtedness to the bank has largely disappeared by the issue of stock. The gross earnings have grown from the sum of \$226,225.51 for the year 1908.

Magaguadavic.—Two million feet of manufactured pine lumber, valued at \$20 per thousand, were destroyed by fire on May 22, which came near wiping out the Scott Lumber Company's plant.

Woodstock.—The contract for building the court house was awarded to R. A. Corbett, of St. John. for \$21,930; this includes repairs to the record office.

QUEBEC, QUE., AND DISTRICT.

Messrs. P. J. Jobin and E. Little, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Cold and wet weather seriously retarded outside work during May and employment was dull, though showing a slight

improvement compared with the previous month. The opening of navigation gave employment to ship labourers and long-shoremen, and a number of saw-mills in the district commenced their season's operations, though many of the latter were prevented from opening by the spring floods which have been exceptionally high this year. The breaking of booms in this connection caused some loss and inconvenience. Among industrial establishments the shoe factories have been quieter than in any month since December last. In the closing week of the month improved weather conditions gave promise of more active employment during June.

The city firemen and city police force had their wages increased 10 cents per day. Other civic employees of the different departments also had their salaries increased.

The Harbour Commissioners are placing a railway siding, for the use of the new car ferry steamer on the Pointe-à-Carey wharf. The Grand Trunk Railway Company has also started work preparing the siding on the Levis side of the river. Six additional boggies have been ordered for the steamer by the Ferry Company, and from appearances the ferry should be running before the end of the month.

Ocean liners have landed large numbers of immigrants during the past month.

The annual report of the Fire Department for the year 1908-09 gives the following returns: 200 alarms for fires; 247 alarms for chimney fires; 15 second alarms; 3 general alarms; 3,894 chimneys swept; 453 ambulance calls; insurance on property, \$784,900; loss on property, \$51,265; loss on stock, \$81,773. Some 45,800 feet of hose and 157 jets were used.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Very little seeding has been done owing to cold and wet weather. The season is three weeks' later than usual.

Lumbering.—The drives have been carried on very successfully and many logs hung up last year have been floated down.

Manufacturing.—The Canadian Shoe Machinery Company commenced work on May 3 at Point Levis, in the building formerly owned by the Carrier & Laine firm. The company starts with 25 men. The Quebec Gas Company and the Frontenac Gas Company have notified their employees in the fitting branches, numbering in the first case 28 and in the second about 16, that their service not be required after June 1; no reason was assigned. These two companies are in opposition in the supplying of gas in Quebec city and in the competition the price has been reduced to 50 cents per 1,000 feet.

CONDITION OF PARTICULAR TRADES.

The building trades were for the most part dull, though carpenters and painters had a fair month. Shipbuilders were dull, but other branches of the metal trades were active. The woodworking, printing, food and tobacco branches were active. Tailors were well employed, but boot and shoe workers were quiet, as were also tanners and furriers. Hotel and restaurant employees, etc., were quiet. Railway employees were well employed, but other transport trades were somewhat quiet. The supply of unskilled labour exceeded the demand.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour has been in good demand during May. Those engaged in outside work, were active. The machine shops and factories were running full time. The carpet factory which was idle for some months, has started up, and the Paton factory is advertising for weavers. Two large business blocks have been started on Wellington street, and the foundation has been laid for the new structural steel works. The C.P.R. Co. and the city have come to

an agreement about the rate of taxation to be placed on the new buildings to be erected here whereby Sherbrooke will be made a divisional point. As soon as matters are arranged work on the extension of the yard and new buildings will be commenced by the company. Wholesale and retail merchants reported business good.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The wet spring kept farmers from getting down their seed as early as usual. The pastures were late in coming up, and as the hay crop was light last year, many had to pay large prices for hay. The prospects, however, are that the hay crop will be above the average if good weather continues. Although about two weeks behind, reports from various centres go to show that if good weather is experienced the various crops will make a good showing. There has been the usual demand for help at this season by the farmers.

Lumbering.—The continued high water has enabled the drives to come down much earlier than usual, and many of the small saw-mills are now getting out the season's cut.

Manufacturing.—Factories are running full time, and there is a good demand for skilled labour.

Railway Construction.—There is a good demand for extra men for section work.

CONDITION OF PARTICULAR TRADES.

The building trade was busy, there being a rush with new dwellings and business blocks.

The machine shops were active, running full time.

The woodworking shops were busy in sympathy with the building trades.

The printing trade was somewhat quiet during the first part of the month, but orders are now coming in that will keep the trade going for some time.

Journeymen tailors and garment workers were busy.

Miscellaneous trades were active; laundry workers especially were in demand.

Railroad men had an active month. Hackmen, expressmen, etc., were busy. Unskilled labour was in good demand.

DISTRICT NOTES.

Beebe.—Business has been quiet in the granite sheds of late, and a number of hands have been laid off.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

A marked improvement in the labour market has taken place, especially in the building trade, and in the harbour where several ocean steamers were unloaded and others loaded with lumber. There was not much change in the factories or mills except in the sash and door factories where they have more orders than they can fill. Wholesale trade has improved over April, but retail was somewhat quiet. The regular scales of wages prevailed.

Stores and residences are going up in the district swept by the fire, last year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have not been able to do much work on account of bad weather.

Fishing.—Fishing has not been very productive on account of the water being too high.

Lumbering.—Lumbermen have been active.

Manufacturing.—Factories are all doing very well.

Railroad construction.—Railroad construction has been very dull and there is little sign of improvement in this district.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners have been very busy. Lathers

and plasterers had plenty to do. All trades in the construction line have been kept busy.

The trades did not have much to do, except blacksmiths, sheet metal workers and bicycle workers who were fairly active.

Woodworkers, upholsterers, carriage and wagon makers were well employed.

Printers and pressmen were fairly active.

Journeymen tailors, garment workers, glove makers and boot and shoe workers, reported an improvement over April.

Bakers and confectioners, butchers and meat cutters, ice drivers, cigar makers and tobacco workers were well employed.

The leather trades have been rather quiet.

Barbers, clerks, stenographers, hotel, restaurant and theatre employees, and laundry workers have all been busy, but furriers did not have much to do.

Railroad employees and steamboat men have been fairly well employed, but ship labourers, longshoremen would have done better if the water level had not been so high. This prevented several steamer from loading, although a few cargoes of coal and one of pig iron from Scotland have been unloaded.

Unskilled labour has been in good demand.

ST-HYACINTHE. QUE., AND DISTRICT.

Mr. V. Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market continued to improve with the return of spring; the slight unemployment which existed during the month was due to unfavourable weather. The building trades were much active than in the corresponding month of 1908, a large number of new buildings being under way. Repair work was considerable. The wood-working trades were generally very active. Iron works were fairly busy. The boot

and shoe industry was busy but the staffs were decreased by the introduction of lasting machines, which caused some idleness. The Ames Holden Co., closed its establishment at the beginning of the month for stock taking but will recommence work in the beginning of June. Tanneries were very busy. Agricultural implement factories were rushed with work. The Penman factory had an inactive month. The spring freshet caused damage to this company's premises and a number of men were working on repairs which will cost from \$6,000 to \$7,000. Garment factories were fairly well occupied, but confectioners had a dull month. The corporation had a large number of men employed. Wholesale and retail trade was fairly busy. Work on the new Grand Trunk Railway bridge was completed and the structure thrown open to traffic. In this connection the double track between St. Lambert and Ste. Rosalie is now in active operation. Bank collections were easy.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Conditions generally were quiet owing to the unfavourable weather which prevented seeding. Farm produce sold freely and at high prices. Pork sold at from 12 to 14 cents per lb.; beef, 8-12 cents; mutton 10-12 cents; veal 8-10 cents; butter 25 cents. Eggs brought 18-20 cents per doz., potatoes, 80 cents to \$1.00 per bushel; maple syrup, 75-\$1.10 per gallon; maple sugar 8-10 per lb; lard 18 cents per lb; ham 15-16 cents per lb. Farm hands were fairly busy, but the supply was equal to the demand.

CONDITION OF PARTICULAR TRADES.

The building trades on the whole were busy. A good month was reported in the metal trades, and activity prevailed among woodworkers. Printers, pressmen, etc., were dull. Tailors and garment workers were active, but boot and shoe workers had a quiet month. Those engaged in the preparation of food were busy, but tobacco workers were dull. The leather trades had a good month, and the mis-

cellaneous and transport trades were active. Unskilled labour was well employed; as soon as good weather sets in this class will be in demand.

DISTRICT NOTES.

Sorel.—The dredge *Galveston* has left for the lower St. Lawrence where she will be operated during the summer. A powerful dredge belonging to the Department of Public Works has arrived in port and will be operated in the vicinity of the government wharf on the Sorel side.

ST. JOHNS, QUE., AND DISTRICT.

Mr. A. D. Pepin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions were more favourable than in the preceding month or the corresponding month of 1908, although the demand for labour did not exceed the supply. The government works gave more than the ordinary amount of employment. The deepening of the Richelieu River has been recommenced and all the material for the lengthening of the wharves was on the ground. A lighthouse was being erected at the entrance to the harbour. Cordial relations existed between employers and employed. Wages were at the same level as last month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The demand for farm help decreased somewhat on account of unfavourable weather at the beginning of the month. Meats were higher in price but butter and eggs were reduced.

Manufacturing.—This industry was very active and full staffs were at work. The Canadian Trenton Potteries were more active than ever before. Labourers work nine hours per day and are paid \$1.50 per day. Skilled hands work by the piece and if they spoil the same they are not paid for their time, the employer losing the material. There is a national brotherhood of potters, here. They work

eight hours per day and their wages vary from \$3.00 to \$5.00 per day. The work is unhealthy, as it is done under humid conditions. The product is in demand. One hundred men and 4 women are employed in the works as well as 5 teams.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were dull, as were also lathers and plasterers. Painters had a fair month. Carpenters and joiners reported a good month. Stonecutters were in demand. Plumbers and steamfitters had work on hand for the summer. Shipbuilders, shipwrights and caulkers were very active. Tinsmiths reported a good month. Woodworkers were busy, as were also the printing and allied trades. Garment workers were dull. Barbers were busy, and hotel and restaurant employees fairly well employed. The transport trades generally were active.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. J. F. Girard, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Activity in the labour market has become more general, and prospects in the building trades are promising. There was a marked improvement compared with the preceding month, and the month was very much better than May, 1908. Metal workers were fairly well employed. Wood-workers in factories were very busy and there was some improvement for outside workers. Stone masons were the busiest of all the trades, and painters, decorators and paper hangers were also very busy. Plasterers, bricklayers and builders' labourers were quiet. Plumbers, roofers and electrical workers were busy for the season. There was a fair demand for men in the garment making factories. Printers, pressmen and bookbinders were fairly well employed. There was a decrease in

wages in the building trades owing to the plethora of hands. Montreal being a dumping ground for various classes of unemployed. The wages will probably be upward within a few weeks. There were no changes in hours of labour.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

According to the estimate of the building inspector, the number of permits granted in May will establish a record, 194 permits having been issued for a total valuation of \$1,048,850. There was only one permit for a costly building, that for the technical school, all the others being for ordinary edifices.

The receipts of the Montreal street railway during April showed an increase of net and gross earnings and an increase of \$10,099 in the surplus. The surplus at present is \$83,198. For the seven months ending April 30 the gross receipts were \$2,107,716.40 being an increase of \$79,843.69. The net receipts were \$767,781 an increase of \$55,915 or 7.85 per cent. The surplus for the seven months amounted to \$548,915 an increase of \$61,157 or 12.54 per cent.

Manufactures were very active during May, and trade generally was good.

CONDITION OF PARTICULAR TRADES.

The building trades became busy towards the middle of the month. The metal trades ranged from busy to active, as did also the woodwork and printing trades. Tailors and hatters had a busy month. Garment workers were active, but boot and shoe workers were less busy. The leather trades reported a good month. The miscellaneous trades were fully employed. Railway employess had an active month ship labourers and longshoremen commenced their active season about the middle of the month. Street railway employees were active, as were also cabmen, carters, teamsters draymen and

delivery employees. Unskilled labour had a more active month than for some months past, but all works have not yet commenced.

HULL, QUE., AND DISTRICT.

M. Rod. Laferrière, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market in May, contrary to expectations was very dull. High water forced most of the factories to close down. As a consequence, about two thousand men in Hull alone were idle, and may remain so for a full month, entailing a loss of nearly \$100,000. To the manufacturers the situation is not less critical, since stock held in reserve is being rapidly exhausted and orders contracted for in winter for delivery this summer will be difficult to fill. The same conditions prevailed in the corresponding month last year, but to a less degree. It is 33 years since the Ottawa reached as high a point. In the district also, conditions are discouraging to employers and employees. Lumber mills are shut down, the water having nearly everywhere invaded the engine rooms. At Eddy's in Hull, both steam and water mills are stopped. At DesChênes and Aylmer, steam mills are running to a limited extent. At Buckingham, the rising water compels the owners to keep people away and to close part of their mills. About 3,000 men are idle owing to high water. The log drivers are benefitting by this condition of affairs, but they are a comparatively small number.

Shipping is paralysed, and as a consequence, the whole carrying fleet on the Ottawa River has not yet resumed operations. This means that about 500 men are without work on the boats, and hundreds more are idle at the docks. Merchants in the city are suffering from lack of supplies, owing to the boats being unable to land on this side of the river. Quays and wharves are submerged, and a large quantity of raw material for the match shops and fuel for different factor-

ies will be delayed over a month yet and this will cause further loss of time when conditions have resumed their normal. As Hull depends largely upon its factories, the situation is one that leaves both employees and merchants in a state of embarrassment. Workingmen having their homes and family in this city cannot easily move to other centers, and for at least one month, after six months of a comparatively hard winter season, will be deprived of earning power. In other fields of activity, the situation is favourable. The Cement works, building trades, and stone quarries and crushers, are busy, the latter employing over 300 men, and 100 teams. Mica mining still shows no sign of renewed activity, and hundreds of girls in the city and of men at the mines are deprived of their ordinary employment.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The very high water in the Ottawa river threw idle some 2,500 men about May 20, and most of them lost a couple of weeks' employment. Of this number, 1,500 were employed by J. R. Booth, sawing lumber, shipping or working in the sulphite mill. The Shephard & Morse mill had to close for two weeks, laying off 200 men, and the W. C. Edwards Company's mill at Rockland, where some 300 men are employed, was also idle for a while. The corporation of Ottawa had to suspend work at the Nepean Bay aqueduct until the water lowered, laying off 50 men. Navigation on the upper Ottawa, which usually begins late in May, will not start until far into June, as the wharves are all submerged. Reckoning the quantity of shipping that had to be postponed with other incidental setbacks, it is estimated that wage earners lost about \$75,000. The severest loss to manufacturers will occur

in lumber yards where sawn lumber will suffer to the extent of \$4 or \$5 per thousand. Owing to the great strain on the upper Ottawa booms, where 3,000,000 logs are held in storage, all driving operations remained in abeyance. Lumbermen had to make careful inspections of their booms lest a break should occur and send logs down the river destroying property and getting beyond the reach of the owners.

Work began on a new viaduct on Wellington Street, employing 200 men. The improvement is for the purpose of bridging the C.P.R. and G.T.R. tracks and is expected to be complete by July 1.

April building statistics showed permits have been issued to the value of \$359,600, compared with \$265,600 in the corresponding month of last year. During May, permits were issued in large numbers for single dwellings and cheap renting tenements. There is consequent activity among building trades. There are no wage difficulty although organization among skilled workmen of all classes is active and the numerical strength of unions is increasing.

A new union of blacksmiths has been organized and meetings have been held with a view to organizing the garment workers of the city. Some friction was caused by an order of the Musicians' Union No. 180, affiliated with the American Federation of Labour issuing a mandate against its members playing in Sunday school orchestras without pay. The result was that one Sunday school orchestra was broken up and others seriously impaired. The union has modified its mandate, and allows members to play in Sunday schools but prohibits them from going from church to church and making engagements with non union players.

Trade improving in lumber and hardware, following the briskness in building. Orders are increasing for articles of clothing and many of the local factories have increased the number of their hands. The number of unoccupied houses renting from \$16 to \$20 per month is considerable, and since May 1 there has been a drop in rental of from \$2. to \$4. per month. For some years

there has been a dearth of these houses, but last year men with money to invest began to provide for this want among people of moderate incomes. Workingmen who had been paying \$10. to \$15 per month for houses show a tendency to buy lots in suburban districts and build cheap houses.

The increase in the price of flour to \$6. and \$6.50 a barrel being an increase of about 90 cents in the last three months has led to a stiffening in bread prices, and many bakers who have been selling retail at 11 cents per loaf are now charging 12 cents. The rates have not been uniform. The summer prices of dairy products remain high: eggs are 22 cents per dozen; creamery butter 25 cents; and milk 6 cents per quart. The great scarcity of potatoes sent the price up to \$1.30 per bag toward the end of May, compared with \$1.00 a bag the previous month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The late opening of spring was a great set back to farming, and at the end of May growth was very backward in many sections of the Ottawa valley. Cold and rain during May were so pronounced that unless June is warm crops will suffer.

Lumbering.—The production of sawn lumber for the season promises to be several million feet below last year on account of the fortnight's delay in starting in most mills and a week or so being lost at present from high water pulp and paper industries are suffering similarly from high water. Lumber prices are firm in spruce, high quality of pine, and the best lath and shingles. Box lumber is plentiful and the price weak.

KINGSTON, ONT., AND DISTRICT

Mr. Wm. Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

May was a busy month in industrial circles, particularly in the building

trades, and few men were unemployed. It is expected that present conditions will prevail throughout the season. The erection of new buildings to cost \$150,000 in connection with Queen's University will provide employment for a large number. As a result of the extensive building operations, the assessed valuation of property, in Kingston will be largely increased. It is estimated that between thirty and forty dwellings are in the course of construction; there are also many buildings undergoing alteration and repairs, including improvements to St. Mary's Cathedral to cost \$10,000. Another proposition for a summer hotel has been submitted to the hotel committee of the Board of Trade. Sixteen new pianos were turned out weekly from the Wormwith piano factory; work on the company's new factory is making marked progress. The construction of the Grand Trunk Railway subway and of the new tannery is being hurried. About the middle of the month the civic authorities commenced the building of seven miles of concrete pavement, taking advantage of the present low price of cement. The Board of Works is preparing to spend in civic improvements about \$4,000, mainly in relaying macadam. The engineers department is looking for rockmen to engage in the diverting of the Earl street sewer.

The Kingston Pulp Company has been incorporated with a capital of \$100,000, with head office at Kingston.

Preparation for the annual military camp were under way; it will commence June 15. The pensioners in the county jail will commence on the 26th to manufacture, under proper supervision, a line of tile for the use of the county.

During the month the fish and game committee of the Board of Trade secured 100,000 salmon trout fry and distributed them in Loughton Lake, and 50,000 in Knowlton Lake. They hope to stock many of the lakes in the county at an early date.

The members of the "Young People's Society" have started a movement looking to the early closing of shops and stores on Saturday nights, and the matter will be considered by the Retail

Merchants' Association. Ten o'clock is suggested by some of the merchants; at present some places keep open until midnight. It is also suggested that manufacturers and others pay their employees at noon on Friday. The workshops remain open until 9 p.m. on Friday nights, and close at noon on Saturdays to enable their employees to enable their employees to enjoy the Saturday afternoon.

There were no strikes or lockouts and no changes in rates of wages and hours during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy, but were greatly retarded by heavy rains during the early part of the month. So far growth has been slow on account of the cold weather.

Fishing.—This industry was somewhat dull, but other local industries were more or less active.

CONDITION OF PARTICULAR TRADES.

All branches of the building, metal, engineering, shipbuilding, and wood-working trades were active. Printers, tailors, bakers, butchers, ice-handlers, cigar makers, broom makers, tanners, curriers, barbers, delivery employees, hotel and restaurant and theatre employees reported a busy month. All branches of transportation and unskilled labour were active.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of May was backward for unskilled labour, especially during the first two weeks, owing to the unfavourable weather which prevented much outside work. Manufacturing was busy, factories running full time. May was not as active a month as May last year, although there was no hardship exper-

ienced. A large number of men were employed on civic work, scraping the streets and building granolithic walks. Both of the cement plants were busy and gave employment to many men. The pay-roll at the Lehigh Cement mill amounts to about \$20,000 a month. The Grand Trunk Railway had a force of men, mostly skilled carpenters, employed putting in a new wharf on the bay front. Carpenters and painters were engaged on a large club house off Victoria Park. The new \$30,000 addition to the county buildings kept labourers, teamsters and stone masons busy, while the erection of several new buildings gave employment to nearly all classes of labourers. A new revetment wall at the entrance to the harbour was the means of keeping a number of men at work at good wages. Both retail and wholesale merchants reported business brisk, and look for a prosperous season. Owing to the rain, farmers have been kept back on their usual spring ploughing and seeding a couple of weeks but now look forward to a good crop. Fall wheat, hay and pasture lands look well. Cheese on the local board here has averaged a little over 12c. lb. since opening. Banks report money plentiful. There has been no unrest in the labour market and no changes in hours of labour this month.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Fish were plentiful, shipments being made almost every day. Whitefish, salmon, trout and pike were caught.

Lumbering.—Was active on the northern part of the county. Many men from the city are engaged.

Manufacturing.—Was active.

Mining.—Was very active.

Railroad construction.—Was dull.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, painters and paper hangers were fairly busy, as were stonecutters and builders' labourers.

Iron moulders, machinists, engineers, electrical workers, brass workers, black-

smiths, boilermakers, shipwrights and horseshoers were active.

All branches of the woodworking trades had an active month, especially cheese box makers at which trade many men are employed.

Printers, both news and job, had an active month, every member of the trade being employed. Bookbinders were also busy.

Journeyman tailors reported a very active month on spring orders.

Bakers and confectioners, butchers and meat cutters had an active month. Ice dealers had a dull month owing to the cool weather. Cigar makers were active.

Harness makers were busy.

Barbers, clerks, delivery employees, hotel, restaurant and laundry employees were all busy. Theatre employees had an inactive month.

Railway employees had a dull month there being about twenty-five discharged from the Grand Trunk shops during May. Steamboat men were busy. Cab drivers, carters and teamsters were active.

Unskilled labour was in fair demand, although the supply was plentiful.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. J. Arthur Sharp, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month showed some improvement over last month, especially in the building trades, and a big improvement over last year. No large works but a great number of dwellings are being built. The factories have not shown much improvement, but all are working full time. The Colonial Weaving Co., afford in example of manufacturing conditions generally. It manufactures tables, and orders received are far in excess of the plants capacity. The company will build a new factory, 50 feet by 200 feet. Boat and canoe builders have had a very busy season, and are still very busy on

gasoline launches and canoes. The Cheese Factories opened on the 3rd of the month. The season is considered by buyers to be very promising. The Baptists have bought a lot for a new church the present building being too small. Building permits issued since Jan. 1st., total \$90,881. The city Council passed a by law to have all barber shops close at 11 o'clock on Saturday nights and on nights preceding holidays; they formerly were open until 12 o'clock.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farm work has been much retarded by the weather, but no alarm is felt. The fine weather of the later part of the month made seeding possible and the farmers were very busy. The general opinion is that a good season will be experienced. The fall wheat and clover have done well in spite of the dry weather last fall.

Lumbering. Conditions continue active. Work on the drives is in full progress and the sawmills are all started working. A good cut is expected.

Railroad employment.—The grain traffic has been heavy and business as good as could be expected.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers, plasterers, and painters are having a busy season. Plumbers were fairly well employed, with stonecutters active, and builders labourers all busy. Iron moulders report some improvement. Machinists have been fairly well employed. Electrical workers have had a busy month. Woodworkers generally have been fairly well employed. Printers had a good month. Tailors reported business very good during the latter half of the month, but not so good the early part of the month. Bakers reported a little better than it has been for some time. Cigar-makers had no improvement, and business was not very good. Railroad workers had a very busy month. Among unskilled labourers there was very little work until the latter part of the month, but all are fairly well employed now.

DISTRICT NOTES.

Campbellford.—A by-law to grant to the Trent Valley Woollen Manufacturing Company a fixed assessment of \$50,000 for a period of twenty years was carried. In return the woollen company agrees to enlarge its premises and employ 75 more hands than its present yearly average.

Cobourg.—The men at the Provincial Steel Plant are now working overtime, and it is expected that all will be in readiness soon to begin operations. About 40 men are now employed.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:..

GENERAL CONDITION OF THE LABOUR MARKET.

The month was characterized by increased activity, especially in the building trade. The critical period having passed without any trade disputes; everything indicates a very busy season in this line. Skilled and unskilled labour in most lines was well employed and conditions were generally favourable. An encouraging sign is the marked activity in real estate, many properties having recently changed hands on terms showing an upward tendency in values. Building permits were issued during April to the number of 758 representing an approximate value of \$2,003,398 as compared with 683 of the value of \$1,169,635 in April 1908. For the four months ending April 30th, the figures were 1279 permits and \$4,940,298 approximate values, as against 1,001 permits and \$2,740,858 approximate values for the corresponding months last year.

The formal annexation of the city of West Toronto to Toronto took place on the 1st increasing the civic area by 1608 acres and the population by about 12,500. The territory embraced in west Toronto becomes ward 7.

The licence commissioners in issuing hotel licenses on May 1st, carried out the license reduction by-law as passed by the

citizens in January and cut off 40 licenses reducing the total number to 110. As nearly all of those refused licenses were given a period of three months in which to dispose of the stocks on hand, no effect of the change is yet apparent.

The contract for the construction of the new theatre at the corner of Victoria and Richmond Streets has been let to Fred Holmes and Son, Toronto for \$200,000.

Contracts were awarded by the city on May 6th, for cables and conduits for the city's electrical distribution plant to British and American firms, there being no Canadian tenders. From 75,000 to 100,000 ft., of cable will be used the price varying in accordance with size of voltage.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been actively engaged in seeding operations, being considerably delayed by excessive rains and cool weather. The spring was an unusually late one, vegetation being about two weeks behind the average. Plentiful moisture has greatly benefited the pasturage and there is every promise of a heavy hay crop. Fall wheat was looking well, and fruit trees in good condition; Alfalfa was more extensively sown than in former years. There was a keen demand for labour with wages about the same as last year.

Manufacturing.—Conditions continued to improve and additional men were taken on at many factories. Favourable crop reports and the general activity prevailing in the west are encouraging factors and orders are coming in more freely. The American Laundry Machine Manufacturing Co. has purchased a site and will erect a factory to cost \$30,000.

The Toledo Computing Scale Co., will establish a Canadian branch factory in the north western section of the city.

CONDITION OF PARTICULAR TRADES.

Building.—General activity prevailed among all branches of the building trades, except plumbers, steam and gas fitters, who were quiet.

Metal.—Blacksmiths, boiler makers, moulders, sheet metal workers, structural steel workers, and electricians were active. Machinists found conditions improved. Though the strike entered upon two years ago was not officially declared off, the Machinists' Union has given permission to its members to work at shops which refuse to concede the 9-hour day and a number have done so. Brass workers were well employed. Jewellers and silversmiths active.

Woodworking and furnishing.—These trades were generally active. Carriage workers fair; piano workers were fairly well employed.

Clothing.—Custom tailors were busy and garment workers well employed. Boot and shoe workers had a fair month.

Printing.—Printers and book-binders had steady work.

Food and tobacco preparation.—Bakers and confectioners, and butchers were well employed. Brewery workers and cigarmakers were quiet, the license reduction having unsettled trade.

Leather.—Leather workers had a good month.

Miscellaneous.—Hotel and restaurant employees, barbers and laundry workers were busy especially during the latter part of the month. Clerks, salesmen and delivery men were active.

Transport.—Railway workers, expressmen, street railway men and teamsters were active. Sailors, longshoremen and others connected with navigation were well employed, with prospects of an active season.

Unskilled labour.—Unskilled labourers found better conditions than have prevailed for some time, and the number remaining unemployed was comparatively small.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

May was a decidedly active month in nearly all important lines of industry in

in this district. Municipal works were started for the season and many labourers will be engaged in paving. Many men and teams were also employed on the Niagara boulevard. The building, and engineering trades were very active. Business of all sorts experienced a decided revival. The agreement as to wages and hours between the journeymen carpenters and their employers expired on May 1st. The fixed rates heretofore were nine (9) hours per day at thirty-five (35) cents per hour. The men now ask for an eight-hour day and \$3.00 per day. Negotiations continued during the month and no settlement had been reached at the time of this report. The men were still working at the old scale. The International Railway was required by the Ontario Railway and Municipal Board to reduce its fare between points within the city limits from ten to five cents. The Frontier Amusement Park was reopened. Several large conventions will be held here during the summer.

Total damage to wharves, bridges, fishing equipment, boat houses, shipping and railways by the great ice-jam in the Niagara gorge, including damage to the gorge railway on United States side, is estimated at half a million dollars. Four hundred men were employed for a time in clearing railway tracks and wharves and in making repairs.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Unusually wet weather seriously delayed farm work and may reduce the acreage planted for some crops. The outlook for fruit crops was good.

Fishing.—Fishing in Lake Erie ports was reported poor for the spring season.

Railroad construction and employment.—Railroad construction was more active than for a long period past. All roads were improving and repairing tracks, and the Michigan Central was relaying many miles with heavier rails.

Manufacturing.—The silverware and cutlery factories were very busy, the railway switch works received large orders, the enamelled can works was running to full capacity, the linen, neckwear and suspender factories were busy, the shredded

wheat factory was running to full capacity with increased equipment. The furniture factory was busy and all planing mills were running. The canning factories were preparing for a busy season.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were not very busy. Carpenters were well employed, there being a strong demand for first class workmen. Lathers and plasterers were quiet, painters and plumbers busy, and gas and steamfitters active. Stonecutters continued dull but marble workers were busy. Builders labourers were rather quiet.

Foundries, machine-shops and other metal-working establishments were employing full staffs. Electrical workers and linemen were busy. Printers were active. Journeymen tailors were quiet. Bakers were busy, and ice-men active.

Hotels and restaurants were preparing for the summer season and many extra employees were engaged. There was a better demand for saleswomen. Laundries were busy.

Freight transportation on all lines was very light and train and engine crews were affected by short hours and mileage. Yardmen were also affected. Trackmen were busy. Passenger traffic was increased by the commencement of special summer train services. Steamboat employment was similarly increased. On electric lines employment was good and traffic heavy. Teamsters were busy.

Unskilled labour was fairly well employed.

DISTRICT NOTES.

Chippawa.—The Cobalt smelting works were struck by lightning and burned, but will be rebuilt on a larger scale.

Crystal Beach.—Building operations were still very active and a busy season was expected.

Fort Erie and Bridgeburg.—The building trades were busy and many men were employed in paving work.

Niagara-on-the-Lake.—Navigation opened and summer hotels were preparing

for their season to commence June 15th., the date of the opening of the militia training camp.

Port Colborne.—Lake vesselmen reported ocean-ward traffic good, but up-bound traffic light. Railway connections to the new Government elevator were being rushed.

Port Robinson.—A pressed-steel factory, to employ 75 hands at the start, will locate near this village.

Welland.—The new assessment shows further increases in property values and population. The electro-metals plant resumed after a month's shut down. Work on the erection of the tube-works abandoned over a year ago, will be resumed.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of May proved a good one for labour; the lull in activity that has prevailed in some branches of industry seems to have passed away, and few men were unemployed. Civic improvements, which will be extensive, were commenced during the month. The building of street pavement and sewer construction provided additional work for a large number. A new addition to the premises of Messrs. Whitman and Barnes was commenced; it will be used for forging. When this is completed the works will cover the same area as previous to the fire, last spring. Other additions will be built in the near future. Owing to the stopping of the export of natural gas from this district to the United States, the local supply of gas was much more plentiful, and many additional services were put in. Business has improved and was generally satisfactory.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Heavy rains seriously interfered seeding and other spring work.

Manufacturing.—Mills and factories reported conditions improving, and in some busy conditions prevailed.

CONDITION OF PARTICULAR TRADES.

Employment in the building trades was much more active, with good prospects. All branches of the metal and engineering trades reported a good month. The woodworking trades were generally active. The printing and allied trades had a good month; boot and shoe workers were busy; and all branches of the food and tobacco preparation trades were active. Tanners, curriers, saddlers, trunk and bag makers, and leather workers were busy. The miscellaneous trades were fairly active. All branches of transportation were more or less active. Unskilled labour was active, and for the first time this season the supply and demand were about equal.

DISTRICT NOTES.

Port Dalhousie.—The condition of the labour market was much more active than during the preceding month. All mills and factories were active.

Thorold.—Activity was general, labour being well employed.

HAMILTON, ONT., AND DISTRICT.

Mr. P. Obermeyer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions have improved somewhat during the past month, though unfavourable weather retarded building operations to some extent. Few local industries can be said to be busy, but a gradual improvement is noticeable, and affairs may be said to be as good as, or perhaps a shade better than, they were during the same month last year. Building permits for May total \$84,195 about \$35,000 less than in May, 1908. The laying of the street railway tracks has provided work for about 500 men. The operations were continued night and day.

The board of works pavers followed up the cement gang, and laid the spaces between the tracks and a foot outside with creosoted blocks. Very few english-speaking labourers secured employment on the railway work. The railway is using two cement mixing and also tried a mixing and laying machine, but it was discarded after a couple of trials. The company claims that the roadbed is costing it \$25,000 per mile, and about five miles is to be laid. The city works department has not done much construction work this season, and the small approximation available does not hold out much prospect of any large member of labourers securing employment on civic work.

A strike of carpenters was threatened about the first of the month, over the refusal of the Builders' Association to sign a wage agreement. The carpenters asked 37½ cents an hour. The association announced 35c. as the rate to be paid. The carpenters finally agreed to accept the 35c. rate, if an agreement would be signed. This the contractors refused. The carpenters have been working during the month at the 35c. rate.

Real estate transactions are active and high prices prevail. The movement among suburban residents for annexation to the city is growing. The suburbs of Crown Point, Kenilworth, Union Park and Kenwood have applied for admission and another large section of Barton township is also willing to be taken in.

The ratepayers will vote on June 7, on the Hydro-Electric and Cataract Power Co., contracts. The latter contract is a much more favorable one for the city than the one which was entered into with the company last year and declared by the Courts not to be binding on the municipality.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Reports from the fruit district adjacent to the city indicate that conditions are favorable to a large yield of all varieties of fruit. Market gardeners are also optimistic. Two loads of wheat sold on the city grain market on May 29 for \$1.45 per bushel.

Manufacturing.—The Hardware Supply Co., of Grand Rapids, Mich., will establish a branch in this city. A site for a factory has been acquired, and building operations will commence shortly. The firm will start with fifty employees.

The Otis-Fenson Elevator Co., which has joined a federation of eight United States establishments, has acquired a tract of 28 acres, and will shortly commence the erection of a \$50,000 warehouse building. It expects to cover the land with buildings eventually, and when its extensions are all completed it will be one of the largest industrial concerns in Canada. A new moulding shop may also be erected this year.

The Frost-Wire Fence Co., will make a \$10,000 addition to its factory.

The Tallman Brass and Metal Co., will erect a \$10,000 factory in the east end.

The employees of the Canadian Westinghouse Co., are anticipating busy times, consequent on the contract awarded the firm for a large proportion of the equipment of the Hydro-Electric Commission line.

A new company has been formed under the title of the Storage and Transportation Co., with a capital of \$40,000. The company will build a large warehouse on the line of the T. H. & B., with switching facilities.

The Mills Hardware Co., whose building site was acquired by the F. H. & B. Railway Co., will build a large warehouse and business block convenient to the northeastern factory section.

Railroad construction.—The T. H. & B. Railway Co., is securing options and acquiring property in the vicinity of its depot. It is said to have options on property for two blocks east and west of the station, and some blocks of land have been purchased. The rumors of a prospective union station building are still heard, but the railway officials decline to state for what purpose the property is being secured.

CONDITION OF PARTICULAR TRADES.

The building trades are becoming active. Bricklayers and masons have been fairly busy, and carpenters are getting

more to do, although not enough for all. The outlook is for a good season in the building trades, though plumbers, electricians, and others have not participated yet to any extent. Painters are getting a fair amount of work.

Stove foundry moulders were still on strike, though rumors were current of a settlement when the foundries become busier. The foundries did not start last year until the first week in June, when no wages difficulty interfered. The allied foundry trades were dull in consequence of the strike and a lack of orders. Machinists were pretty well employed, although not busy. Electrical workers were dull, as were blacksmiths and horse-shoers. Woodworkers had a fair month, but pattern makers were quiet.

The allied printing trades were not very busy though few men were idle. Garment workers had a good deal to do, but custom tailors were slack. Custom tailors' work is being seriously cut into by the "special order" branch of the garment workers who produce a grade of clothing a little better than ready-made, and not quite so good as custom work. The firms turning out this class of goods are rapidly extending their business.

Bakers were fairly well employed. The high price of flour has induced some of the bakers to reduce the weight of their loaves to 20 ounces from 24. Objections received the information from city authorities that the bread by-law, which calls for a pound loaf, did not prevent the bakers selling a lighter one if the weight is marked on the loaf.

Boot and shoe workers were not very busy.

Cigar makers were all employed and tobacco workers reported conditions fair.

Broom makers were working steadily. One large firm is moving into more commodious quarters, and will probably increase its production when settled. The high price of broom corn has advanced the selling price of brooms and whisks. Hotel and restaurant employees were dull.

Railroad traffic has improved during the month. Steamboat traffic is also improving, and prospects for a good sea-

son are excellent. The improvements to the street railway have interfered with receipts to some extent, but the suburban lines show a good month business.

There are still many workmen available but conditions are gradually improving.

DISTRICT NOTES.

Dundas.—The Bertram company has commenced work on the new fire protection system. Mains will be laid from the town service on Hatt street to the Pratt & Whitney building. The buildings of two firms will be thoroughly equipped and the cost will be in the neighborhood of \$15,000. The new high school building will be finished by Aug. 1. Work is proceeding satisfactorily on the Carnegie library building.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market showed a slight improvement over last month. The building trades became more active and extra men were engaged by the city on local improvement work, which is expected to reach large proportions in a short time.

The Schultz Bros. Co., is extending its plant by adding two distinct lines of manufacture, that of boats and motor launches and portable houses. The American Radiator Co., has purchased the factory formerly used by the Cockshutt Plough Co., and is making extensive repairs.

The Verity Plough Co., the Goold Shapley & Muir Co., and several of the printing offices have commenced the Saturday half holiday for employees. Clerks will have the Wednesday half holiday during June July and August.

The union cigar makers held an important meeting on the 14th. Delegates were present from Toronto, London, Hamilton, St. Catharines, Berlin, Strat-

ford and Brantford. The purpose of the meeting was the organization of a league for the more effective advertisement of the union label.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers and gardeners were very busy, when weather permitted. The season is very backward.

Manufacturing.—The factories were all active, and some were busy. Several additions to factories are being made.

Railroad construction.—The local street railway Co., is preparing to re-construct several of the city tracks. It is expected that a considerable amount of the work will be done this year.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons and carpenters in shops were active. A few house carpenters were unemployed. Lathers and plasterers were a little quiet. Painters, decorators and paperhangers were very busy. Plumbers gas and steamfitters were active.

Iron moulders were active and in some cases busy, as also were coremakers.

Machinists, engineers, electrical workers, linemen, metal polishers, buffers and platers, and stove mounters were active. Blacksmiths were from active to busy. Boilermakers were active, sheet metal workers were busy and horseshoers active.

Woodworkers generally were active and in some shops busy. Carriage and wagon makers pattern makers and coopers were active.

Printers, pressmen and others employed in the allied printing trades were from active to busy.

Tailors were busy.

Bakers and confectioners were busy, cigar makers and tobacco workers were active.

Leather workers and saddlers were active.

Barbers clerks, delivery employees, hotel and restaurant employees were active. Laundry workers were busy.

Railroad trackmen and freight handlers were busy. Street railway employ-

ees were steadily employed. Draymen and the majority of teamsters were busy. Cab drivers were active.

There were still a number of unskilled labourers unemployed.

DISTRICT NOTES.

Paris.—The mills and factories ran steadily. There were not many unemployed during the month.

GUELPH, ONT., AND DISTRICT.

Mr. Wm. Drever, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market has shown a great improvement over April. The building trades had a very good month, though the wet weather in the first part of the month delayed work somewhat. The city Council have let contracts for an extension to the Provincial Winter Fair building to cost \$41,000 and to be two storeys in height and 250 ft long by 113 ft deep.

As the contracts call for the work to be completed by the first of November, this with a new six room school to be built in St. James Ward in addition to work already commenced will mean an active season throughout for all connected with the building trades.

In manufacturing lines, there was no improvement over the preceding month, orders coming in slowly, except at the tube mill and textile industries which have all the orders they can fill and are working overtime.

Rates of wages remained the same with good relations prevailing between employers and employees the depression resulting from the financial crisis seems to be diminishing. The Bell Piano and Organ Co., have given the day workers back their former rate of wages.

Considerable civic work will be carried on during the season. New aerial beds to complete the sewerage disposal plant will be installed at a cost of about \$25,000. Petitions are now before the city Council

for macadamizing several of the principal streets. This will insure an active season for unskilled labour.

The Grand Trunk Railway Co., has decided to build a new passenger station without further delay.

The belated spring season has been a most serious drawback to farming operations and goes to show the importance of proper drainage. On some sections where there has been no drainage the land is still too wet for seeding. There will be an increase in the acreage of corn and root crops in these sections. The seed which is now in the ground is coming along nicely while winter wheat and grass crops are looking very well.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons and carpenters were very busy. Lathers and plasterers reported a good month, as did painters, decorators and paperhangers. Iron moulders, coremakers and electrical workers were fairly active. Woodworkers report no improvement except those employed in sash and door factories who were very busy. Coopers, carriage and wagon makers had a good month. The printing and allied trades had a fair month. Journeymen tailors were busy. Barbers and bakers were active. Teamsters had a busy month. A large amount of unskilled labour is now employed on civic works and in connection with building, but the supply is still greater than the demand.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During May, labour was fully employed with a slight demand for cabinet makers and unskilled labour. Satisfactory progress was made in the erection of the Pearl Laundry, the Whitewear Company's building and the addition to the convent; but progress with the construction of the Ahran Shoe Factory and the alter-

ations to the Simpson factory was somewhat slow.

The employees of the Kaufman planing mills had their wages increased 15c. per day, the rate paid prior to the reduction in January, 1908; this was done voluntarily by the firm. The Anthes Furniture Company, also voluntarily increased the wages of its employees 10 to 20c. per day.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to the wet weather, farmers had difficulty in getting their seeding done. Fall wheat and grass is looking well.

Lumbering.—Activity prevailed.

Manufacturing.—Industrial establishment were working full time. The Shantz button factory was working overtime.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, lathers, plasterers, painters, decorators and paperhangers were very active, with plumbers, gas and steamfitters, stonecutters and builders' labourers active. Iron moulders and helpers were working eight hours a day; other branches of the metal trades were well employed. Electrical workers and linemen, bicycle workers, tool sharpeners and horseshoers were busy. Those employed in the woodworking trades were fully employed. Printers, pressmen, bookbinders and electrotypers were active. Journeymen tailors, garment workers, hat and glove makers, boot and shoe workers were busy. Bakers, confectioners, butchers and meat cutters were active, but ice-handlers, tobacco workers and cigar makers were somewhat quiet. Leather workers, saddlers, trunk and bag makers were busy. Active conditions prevailed in transportation lines. Unskilled labour was busily employed.

DISTRICT NOTES.

Watertown.—All classes of labour were well employed, and the outlook is favourable.

Industrial establishments were working full time. A number of new residences are being erected, also an eight-roomed ward school. The supply of labour is equal to the demand.

WOODSTOCK, ONT., AND DISTRICT.

Mr. W. N. McElheran, correspondent, reported as follows:—

GENERAL CENDITION OF THE LABOUR MARKET.

There was a decided improvement in the labour market during May, compared with the corresponding month of last year and with the preceding month. Building operations started in early, but were retarded somewhat by wet weather. Wire fence workers and knitting factory employees were exceptionally active. Some exceptionally good men, some with families, mostly of Scotch origin, came into the district during the month and were readily placed with farmers. Some expert workmen from the States of New York and Pennsylvania, secured good situations as church organ workers. Special activity was reported by stove moulders early in the month, orders from the west being the chief cause. Compared with last year this activity was extraordinary, though there was a slackning of operations as the month advanced. In the country districts work was at a standstill for the greater portion of the month on account of the weather.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were unable to proceed with seeding, the land was very wet. On the average seeding was from ten to fifteen days later than usual, by the end of the month, however, the work was about all completed, though low land in some localities was still untouched. Those fortunate enough to get in the seed in good time reported growth satisfactory. Cheesemakers were active. The first of May is the date on which cheese factories resume operations after winter butter-making. Cheese sold on the local boards

for 12c. to 12 1-8 per pound. Prices for butter and eggs showed a decline the former selling at 23 to 25c. per lb., for creamery, while eggs were 17c. to 19c. per dozen. Poultry remained firm, while meats of all kinds showed no distinct change. Veal and lamb were being offered in small quantities and prices were high.

Manufacturing.—All branches showed a steady improvement, particularly was this true of wire fence operators knitting, factory employees, stove moulders and woodworkers in furniture, piano and organ, and wagon factories.

Railway construction.—The Canadian Pacific Railway employed a gang of men all month strengthening and ballasting the Woodstock-Port. Barwell branch over which the movement of heavy freights has shown a decided increase.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons had a very active month. Work progressed rapidly upon the new factory for the Oxford Knitting Company, on a two storey brick and stone warehouse as well as on a number of dwellings. Carpenters and joiners reported a busy month. Planing mill employees were busy. Lathers and plasterers were active, with prospects good for busier times. Painters, decorators and paperhangers were very active on inside and outside work. Plumbers, gas and steamfitters were normal, stonecutters were quiet. Builders' labourers busy.

Stove moulders were busy, while iron workers and helpers reported a quiet month. Machinists were quiet. Linemen were very busy, especially telephone linemen. A central energy system was installed in the Woodstock Exchange of the Bell Telephone Company, this change necessitating extra work for the telephone gangs. Stove mounters were very busy. Blacksmiths were active, with work steadily improving. Horseshoers reported a quiet month.

Woodworkers reported a steady improvement in employment in the furniture, wagon, piano and organ trades. A two weeks lay-off at the Morris-Karn factory was necessary to allow the mov-

ing of machinery and a general re-arrangement of factory premises. A large number of the regular men were kept in to assist in this work, but manufacturing was suspended entirely. At the Canada Furniture Manufacturers' shops employment showed a steady improvement in all branches. Wagon makers reported a steady increase in the numbers of men being employed, conditions gradually getting back to former shape. At the Woodstock Wagon and Manufacturing Company's works the making of express wagons for boys, a new feature here had the effect of creating employment for men who might have been otherwise out of work during the slack season.

Printers, pressmen, bookbinders and machine operators had a busy month.

Journeymen tailors were busy the first part of the month, but slackened towards the end.

Bakers and confectioners reported increased activity with the hot weather. Cigarmakers were active with business increasing.

Tanners and curriers were busy.

Barbers reported a busier month. Laundry employees were busy.

Street railway employees had a very busy month, summer traffic beginning with a rush about the twenty-fourth of May. Teamsters were very busy.

The unskilled labour market was very active. Corporation and sewer work giving employment to an increased number of men.

STRATFORD, ONT., AND DISTRICT

Mr. Jos. T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market has shown a great improvement over April. The month opened up actively in building operations; permits to the value of \$27,300 were issued in April mostly for residences and repairs. Work has commenced on an addition to the Collegiate Institute which will cost \$17,000. Civic improvements for the

year including the paving of streets the laying of cement walks, work on park decoration, etc., will furnish employment to a large number of hands. Business generally has improved with the improvements of other conditions, and merchants report trade very good. The customs returns for the month of April amounted to \$10,880.50 being lower than in the preceding month. Owing to the advance in the price of wheat the price of flour is steadily increasing.

Rates of wages remained the same, and there was no unrest in the labour market.

CONDITION OT LOCAL INDUSTRIES.

Agriculture.—The heavy rains while improving pastures, winter crops, etc., have some what delayed seeding in low lands. There were few changes in quotations on the market this month.

Wheat was \$1.35 per bushel and oats, 52 cents per bushel.

Manufacturing.—Factories were busy especially clothing, sash and door factories.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers, plasterers painters, paperhangers were well employed, plumbers were active, builders' labourers were busy.

Moulders, machinists and boilermakers reported a busy month.

Blacksmiths and horseshoers were active.

Woodworkers were busy, and carriage and wagon makers and coopers active.

Printers had an active month.

Journeymen men tailors were busy.

Bakers, butchers, and confectioners were busy, and cigarmakers were fairly well employed.

Barbers, clerks, delivery employees, hotel, restaurant and laundry workers were fully employed.

Railroad conductors, firemen, switchmen and trackmen were active with freight handlers busy.

Cab drivers, draymen and teamsters had a good month.

Unskilled labourers were better employed than during April, but there were some out of work.

DISTRICT NOTES.

St. Marys.—A by-law to grant a bonus of \$20,000 to the St. Marys and Western Ontario Railway Co., to extend the line from St. Marys to Exeter was carried in Blanshard township.

LONDON, ONT., AND DISTRICT.

Mr. A. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market took on a much healthier tone during May, and work in all lines was better. The foundries were all rushed with orders, the building trades were brisk, and the railroads busy. Building permits for the month of April totalled \$173,750; compared with \$71,000 in April 1908; or more than any three months of last year. The total value of permits so for this year is:

January.....	\$ 24,385.00
February.....	70,800.00
March.....	69,095.00
April.....	177,250.00
	<hr/>
	\$341,530.00

Work has commenced on a four-story wholesale grocery warehouse, to cost \$27,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The large amount of rain during May has soaked the ground to such an extent that seeding operations have been impossible and it is feared that it will be difficult for the crops to ripen in time. Farm labour is scarce, owing to the number of farmers' sons and farm labourers who have gone to the Northwest, and although good wages are being offered for experienced hands they cannot be secured.

CONDITION OF PARTICULAR TRADES.

Bricklayers were all working, with trade fair. Carpenters were busy. La-

thers were slack, work not being for enough advanced. Painters were busy. Plumbers reported trade fair. Stone cutters and builders' labourers were busy.

Iron moulders were rushed with work. Iron workers were exceptionally busy. Machinists were busy. Metal Polishers and brass workers reported trade good.

Carriage and wagon workers were not very busy. Car builders at G.T.R., shops lost some time through a shut down.

Printers and pressmen were slack, and a number of men idle.

Journeymen tailors were busy, working overtime in a number of shops. Garment workers were very busy. Boot and shoe workers were busy.

Bakers and confectioners reported business fair. Cigarmakers were busier than last month, although not as busy as a year ago.

Tanners and curriers were busy.

Furriers were slack. Laundry workers were busy.

Railway train crews were busy, a large amount of freight going through, especially on meat and refrigerator trains.

Unskilled labour is gradually securing employment, although a large number are not working.

ST. THOMAS, ONT., AND DISTRICT

Mr. J. A. Killingsworth, correspondent; reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The Building Trades have been active during the month of May, and mechanics well employed. The demand for unskilled labour increased considerably over the previous month, and that class of labour is now fairly well employed. Large gangs are at work along the line of the Michigan Central Railroad laying steel. A reduction in hours in the Michigan Central shops was made, men that were working sixty hours per week have had their time reduced to fifty hours per week. This schedule applies both to car and locomotive Departments. There

is reported to be plenty of work on hand and the reduction order is no doubt a temporary one. In the other local industries employees have been well employed. The annual spring reduction of men taken on to handle the increased winter traffic has been made by the Michigan Central Railroad, fifteen to twenty spare men being laid off. No reductions in the winter staff have yet been made on the Pere Marquette Railroad. The mail delivery system inaugurated in this city has been improved and at present the service is very satisfactory. On some routes three deliveries a day are being made. The City Officials are negotiating with a firm manufacturing fire arms; and an offer has been submitted to the Company subject to its approval, in which case it will be submitted to the rate-payers for ratification. Should the negotiations prove successful, from fifty to sixty hands will be employed. An increase was made to the working staff of the South-Western Traction Company necessitated by the increased Summer traffic between St. Thomas and Port Stanley.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Seeding has been seriously hampered in this locality by continued wet weather. The farmers are hopeful that fine weather will give them the opportunity to finish work. The fall crops are showing up well. Local markets have been very well attended during the month.

Manufacturing.—The manufacturers report the month a good average.

CONDITION OF PARTICULAR TRADE.

Building.—All hands were well employed.

Metal.—Moulders; machinists; metal workers and blacksmiths reported a steady month.

Printing.—Printers were well employed.

Clothing.—Journeymen tailors were very busy; considerable over time being worked.

Food and tobacco preparations.—Bakers

butchers and cigar makers had a fair month.

Transport.—A reduction was made in the traffic department of the Michigan Central Railroad from fifteen to twenty spare men being laid off. This reduction is made each year and is caused by the opening of navigation which reduces the amount of traffic on this line.

Unskilled labour.—Was better employed than during the previous month.

DISTRICT NOTES.

Port Stanley.—Building operations have been active at Port Stanley and the summer promises to be a busy one. Considerable capital has been expended towards making the resort more popular. Considerable property has changed hands of late.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory; correspondent; reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions continued to improve during May. Many new buildings are projected, among the largest being an addition to the Collegiate Institute to cost \$20,000. The permits issued during the month exceeded in value those of the first four months of the year. The prospects are that the number of building permits issued before the season closes will more than double that of 1908. Good carpenters are scarce and all have been steadily employed. Factories of all kinds reported business steady; with orders in advance of last season.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The continued wet weather during the greater part of the month was a serious drawback to many farmers. Thousands of acres intended for corn remained unplanted.

The Wallaceburg Sugar Company, held its annual meeting. Arrangements were

completed to take over the plant at Berlin, which will be put in a thorough state of efficiency as speedily as possible.

CONDITION OF PARTICULAR TRADES.

Bricklayers, carpenters, joiners, painters and paperhangers were very busy. Builders' labourers were well employed. Electrical workers were fairly busy. Woodworkers and carriage and wagon makers were busy. Printers, pressmen, bookbinders, and steel and copper plate printers were active. Journeymen tailors and boot and shoe workers were busy. Bakers, confectioners, cigar and tobacco workers reported trade fair. Railroad trackmen were busy, and street railway men very busy. There was a fair demand for unskilled labour.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month has shown a good deal of activity in the building trades and manufacturing. The city has started paving and laying cement sidewalks, giving employment to a large number of labourers and teamsters. All other trades were fairly well employed. The Board of Trade is advertising the city's advantages to manufacturers and business men. Real estate transactions have been very active and values are on the increase. The wholesale and retail merchants reported trade active.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to cold and wet weather, the farmers have been unable to get their seed in.

Retail lumber merchants report trade good.

Manufactures.—Were all busy.

CONDITION OF PARTICULAR TRADES.

The building trades were active, giving full employment. All branches

of the metal and engineering trades, with the exception of moulders, were busy. The woodworking and furnishing trades had a fair month. The allied printing trades were active with conditions favourable. Journeymen tailors and garment workers were very busy. Bakers, butchers, ice drivers, and cigar and tobacco workers, had plenty of work. Leather workers were fully employed. Barbers reported a good month. Clerks, delivery employees and hotel and laundry workers were busy. All lines of transportation were active with conditions improving. Unskilled labour was active, supply and demand being about equal.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Although trade conditions generally were rather quiet, the outlook for the season is bright. Labour was fairly well employed during May, showing an improvement over the previous month, but there was still some lack of opportunities of employment. Building contracts to the amount of about \$100,000 have been awarded so far this season. The corporation has let contracts for approximately three miles of cement sidewalks, at a cost of nearly \$15,000, work to be commenced before June 1, and be completed by October 15. Navigation was in full operation. The factories were running steadily. Retail trade was dull owing, it was thought, to many of the workers paying off debts incurred in 1908, when the factories were closed down for a considerable period.

Prices of provisions during the month were:

Article.	Wholesale price.	Retail price, per lb.
Beef, hindquarter.....	12c. per lb.	8c. to 8 1/2c.
" forequarter	8 1/2c. "	14c. to 17c.
Pork, carcass.....	12c. "	14c. to 20c.
Mutton.....	14c. "	9c. to 15c.
Veal.....	9c. "	

Fish, lake trout and white fish.....	10c. "	28c. "
Butter, creamery.....		24c. "
" Dairy.....		
Sugar.....	\$5.25 per 100 lbs.	
Ham.....	17c. per lb.	
Bacon.....	20c. "	
Lard.....	17c. "	
Cheese.....	17c. "	
Eggs.....	24c. per doz.	

The building and printing trades, dressmakers and furniture dealers reported a good month but with these exceptions trade was quiet.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Favourable conditions prevailed during the latter half of the month. Although the season was late, the weather has been favourable to quick growth.

Fishing.—Normal conditions were reported.

Lumbering.—Lumbering was over for the season, except the drives which were in full progress. The cut will be about the same as last year.

CONDITION OF PARTICULAR TRADES.

Normal conditions prevailed in the metal, clothing, food and tobacco preparation, miscellaneous and transport trades.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During May there has been a very rapid absorption of unskilled labourers. It is estimated that between five and six thousand men have been employed through the employment agencies for various classes of railroad work, but so far the demand has not been filled and large numbers are still being engaged.

There has been a very marked change in the rates of wages paid. Last year the prevailing rate was \$1.75 per day, and board was charged at \$4.50 per week. Most of the men are now being paid \$1.50 per day and for board \$4.15 per week is being charged. Fully five thousand men are affected by this change.

In all other classes of employment there has been an improved demand for labour.

ers. This however is usual in May. In many of the skilled trades the demand also has improved. Building is particularly active and a large number of men are being employed.

The Public Works department has started paving several streets, but the number of men employed will not be more than last year. The planing mills are active on interior finishings for new buildings, and there are also many alterations being made. Another factor in keeping the woodworking factories busy is the demand for a better class of interior finishings from the country towns.

There has been a noticeable improvement in trade generally, resulting from the excellent growing season. Transportation companies are becoming busier and orders from provincial points are coming in. In addition to the ordinary demands from the country store a large quantity of camp outfitting is being done.

Bank clearings continue to expand and the local banks report a stronger demand for commercial loans.

Wages generally this spring will be practically the same as last year in so far as the city itself is concerned, and in regard to skilled labour. For unskilled labour the rate will be lower. About five hundred labourers will be affected and the average decrease will be about ten per cent.

During the month a Board of Arbitration has been sitting in regard to a dispute between the Winnipeg Electric Railway Company with its conductors and motor men. Their decision was made on the last day of the month.

The Assessment Commissioner for Winnipeg has submitted to the City Council his finally revised report as to the assessment of the city, which is as follows:—

Total population	122,390	
“ value of land	65,446,720	
“ value of buildings	42,550,600	
“ real property	107,997,320	
“ exemptions	23,405,520	
Annual Rental Value. Producing Revenue of		
Ward 1... \$ 44,498	\$ 2,966.20	
Ward 2... 733,293	48,886.20	
Ward 3... 93,975	6,265.00	
Ward 4... 1,592,988	106,199.20	
Ward 5... 544,998	36,333.20	
Ward 6... 56,910	3,794.00	
Ward 7... 27,117	1,807.80	
Total.... \$3,093,774	\$206,251.60	

The Great Northern Railway Company has filed plans with the Provincial government indicating its route into the city of Winnipeg. According to the legal representative of the company it is the intention to construct a line into the city this summer.

Tenders will be asked for immediately for the machinery for the city's electrical plant at Lac du Bonnet. The engineers report that satisfactory progress is being made by the contractors on the construction of the dam and on preliminary work.

Negotiations are being carried on between the Commissioners of the National Transcontinental Railroad and the City Council for the construction of a bridge across the Red River. Plans for the entrance of the railroad have been filed with the provincial government.

Tenders have been awarded for the construction of a sanatorium for tuberculosis patients. The building will be erected at Ninette and will cost \$50,000. It will be supported by public subscriptions. For the purpose of putting up the building the trustees have already on hand \$25,000 in cash, \$15,000 in collectable subscriptions and a campaign is being inaugurated for the raising of the additional amount required.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Seeding is completed and according to reports the acreage under crop will be larger than last year. As to wheat, the acreage will be only slightly more than last year, owing to the late spring. Since the middle of May the weather has been very favourable and as a result the coarser grains have been sown more extensively than usual. All wheat was in before the middle of May and since it was sown the growing conditions have been exceptionally favourable. A stimulus to the seeding of additional acreage is the high price at which October wheat is at present selling. It is being quoted on the Winnipeg Grain Exchange at \$1.10 and some farmers are selling at that price.

Railroad construction.—It is estimated that the Grand Trunk Pacific and the

Great Northern Railroad will each spend this year in railroad extension about \$10,000,000 and the Canadian Pacific \$15,000,000. Already 5,000 men have been sent out by the Winnipeg employment agents and every day large gangs are being engaged.

CONDITION OF PARTICULAR TRADES.

The exceptionally good season for the crops has had a very stimulating effect upon building, and in all trades there was activity. Several large apartment blocks are being erected and several modern office buildings. In the vicinity of Winnipeg large numbers of small workmen's houses are being erected. During May there was a marked improvement in the iron trades. The Winnipeg Electric Railway shops were busy making a number of new cars. All the other factories where woodworking is done were busy. In the printing trades business has been moderate and a number of the plants are not working to their full capacity. The tailor trade was busy and the garment factories also. Bakers reported little change in the volume of business done except the usual seasonal increase during May and June. Since May 1907, there has been an advance of 90 cents per 100lb. sack of flour while the price of bread has remained the same. As a result of the last advance in the price of flour the bakers have raised the price of bread one cent per loaf. Hitherto it was five cents. Activity prevailed in the leather trades and orders are coming in rapidly.

BRANDON, MAN., AND DISTRICT.

Mr. E. Fulcher, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued to improve though somewhat retarded by the cool weather of the past month. The condition of the building trades, shows a great improvement on last year. Permits issued up to the present total \$125,-

000 in value. The addition to the C. P. R. roundhouse is almost completed. Work has been commenced on a \$50,000 building for the Brandon Gas & Power Co., The C. P. R. Co., has commenced its portion of the concrete bridge over the Assiniboine River at First Street. Work has also commenced on new blocks for Messrs, William Ferguson, J. J. Kidd, and Messrs. Reesor & Trotter. Several fine residences are under way. On the whole the outlook for a busy season in Brandon is bright. The City Council has decided to spend \$77,000 on a new trunk sewer to give sewer connection to residents in the West End of the city, and on duplicating the water main from the pumping station to Eighteenth St.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons reported several men idle, but carpenters and joiners were busy on small frame houses.

Lathers and plasterers were fairly active, but stonecutters, and builders' labourers were dull.

Active conditions prevailed in the printing trades.

Cigarmakers were fairly active.

Transport branches were dull.

Dullness prevailed among unskilled labourers.

DISTRICT NOTES.

Tenders are being invited for the Sanatorium for tuberculous patients at Nipette, Man.

REGINA, SASK. AND DISTRICT.

Mr. Hugh Peat, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during May was favourable. General activity prevailed in all branches of the building trades. Bricklayers and carpenters were in demand; and this would indicate one of the busiest seasons in recent years. Work on the new Par-

liament Buildings is in full progress and a large number of men will be employed steadily throughout the season many new residences are being erected erected in all parts of the city and excavation work is going steadily forward on the Duncan & Willoughby Block and the Heintzman Piano Co., block.

The carpenters employed on the Parliament Buildings struck work early in the month on account of some of their number being paid 25c. an hour instead of 35c., which is the union and prevailing rate of wages in the city. This matter was adjusted and the men returned to work two days later.

On Saturday, May 22nd, the building labourers employed on the Parliament Buildings struck work for higher wages; no settlement of the dispute has been arrived at yet. Several bricklayers working on the same job have been thrown out of employment on account of this dispute. The labourers have been paid at the rate of 17½c. an hour and they are now demanding 22½c. an hour; with time and a half for overtime.

The Dominion Linseed Oil Co. will erect a linseed mill costing \$20,000. The western interests of this firm have assumed such proportions as to render a branch necessary, and Regina will become the purchasing headquarters of the Company for the west.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Climatic conditions were unfavourable during the early part of the month for seeding, but were excellent ideal toward the middle and end, and although it is too early to predict concerning the crops it is the general opinion that with continuance of favourable weather a good crop will be reaped this year. It is reported that a larger acreage of grain than ever has been sown this year.

Railway construction.—The branch line from Regina to Yorkton will be completed this year.

CONDITION OF PARTICULAR TRADES.

All branches of the building trade were active and the outlook for the season is

very bright. There has been a good demand for carpenters and bricklayers. Plasterers, painters and decorators were active. Electrical workers and sheet metal workers were active. Building labourers have been active during the month; but there are about 150 at present unemployed owing to the dispute on the Parliament Buildings.

Printers have been fairly busy throughout the month. Bookbinders have been active.

A stenographers' association has been formed in the city. Its object is to have a central meeting place for its members, where matters of mutual interest can be discussed.

MOOSE JAW, SASK., AND DISTRICT.

Mr. P. Backus, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during May, has been active, being much better than at the corresponding period during the past two years. Storms in the early portion of the month interfered to some extent with outdoor employment; but building operations are now in full progress. Carpenters and bricklayers are especially busy; but so far the supply of labour appears to be equal to the demand. Retail trades has not shown as much activity as was anticipated; but on the whole has been better than last year. The trades and labour council has decided to hold a local celebration on Labour Day this year, and the City Council at a recent meeting voted \$150 for this object and gave the council free use of the Athletic Park for the days sports.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Wheat seeding is now completed and a large proportion of the cereal is showing above the ground. The weather during the month has been on the whole very favourable, and although the ground contains a fair amount

of moisture, rain at this period would be beneficial. Generally the reports from the district are of a hopeful character. The influx of settlers into the country to the south of Moose Jaw has been unprecedented during the past month of and the class of men above the average.

Prairie fires did serious damage south and south west of the city during the early days of the month. Fanned by heavy winds, the fires spread with great speed, and much damage was done to property, while several lives were lost. Agents of the Dominion Government have visited the districts affected extending relief to settlers in need.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons and carpenters have been very busy, but the supply of labour has been equal to the demand. Builders' labourers have also been fairly active, also lathers and plasterers. Painters, paperhangers, plumbers, electricians and wiremen have not been very busy, but as the season advances these trades expect to be brisk. Printers were well employed, also railroad conductors, engineers, firemen, trainmen, trackmen machinists and boilermakers. Bakers, confectioners and butchers did a good trade. Unskilled labour was not yet in good demand; but during the next week or two there will be plenty of work on civic improvement and other construction work.

CALGARY, ALTA., AND DISTRICT

Mr. George Howell; correspondent; reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was much more active than in the preceding month; or in the corresponding month of 1908. Building operations have increased, but there were many still unemployed. The Canadian Pacific Railway Company further reduced the number of machinists in its shops; eight being discharged during the last week of May, the remainder of the mechanical

staff was working short time, eight hours per day, five days per week. The city council had considerable street improvements going on. Wholesalers and retailers reported an improvement in business. Bank clearings for May were \$6,881,994, as against \$4,576,648 in May, 1908. Custom house receipts totalled \$60,765.27, compared with \$34,980.97, last year. Building returns showed a considerable increase and for May amounted to \$486,060. Most of this amount was for dwellings within the city; which established a new record for the city. Homestead entries were 896, compared with 203 for the same month of last year.

CONDITION OF PARTICULAR TRADES.

Plumbers, gas and steam fitters were well employed, carpenters, joiners, lathers, plasterers and painters had a good month. There was a large number idle in the other branches of the building trades. Electrical workers, linemen, blacksmiths and sheet metal workers had a good month. Boilermakers had a quiet month, and machinists were dull. The printing, leather and transport trades reported a good month, while the clothing and miscellaneous trades were fairly well employed.

NELSON, B. C., AND DISTRICT.

Mr. A. B. Dockstader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market throughout the Kootenay district was quiet, the strikes at Hosmer, B. C., and several of the Alberta collieries still continuing and causing the shut-down of the British Columbia Copper Company's smelter and mines at Greenwood, B. C., through coke shortage. The latter added about 300 men to the number of unemployed. It was reported that the bond-holders of the Sullivan Mining Company, situated at Marysville, B. C., were formulating plans for a

new company to take over and operate their smelter and mines; this would employ at least 150 men.

The Yale-Columbia Lumber Company's mill at Westley, B. C., together with the stock of lumber in the adjoining yard were destroyed by fire on May 4. The loss was reported at \$100,000 with a fair amount of insurance. The mill employed about 70 men, some of whom lost their personal effects. The Patrick Lumber Company's new mill with a capacity of about 120,000 feet per day is about ready for operations, but the company owing to low water in the Little Slocan and Slocan rivers could not drive its logs to the mill. When this mill is in full operation it will employ from 80 to 100 men.

The Young Men's Christian Association has organized a branch in Nelson; a provisional board of directors has been named and the money subscribed to erect a building to cost \$30,000.

NEW WESTMINSTER, B. C., AND DISTRICT.

Mr. D. J. Stewart, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market in this district may be said to be fairly satisfactory, there being few complaints of lack of employment, although it is considered that there is sufficient labour available to supply the demand during the season. Compared with the corresponding month of last year; conditions are much more satisfactory, all lines of trade having shown an upward tendency. A couple of new business blocks are under way and others are contemplated; there are also several new residences under construction. The New Westminster Elevator Company, with a capital of \$250,000 has been incorporated; the company retains the right to enter on other lines of business. It is reported that a large sawmill will be built in the near fu-

ture on a site across the river from this city. The tannery which through lack of hides has been compelled to cease operations for some time past, has made arrangements for a steady supply and will be put in operation at once. The B. C. Electric Ry. Co., will build during the present season about 15 miles of new road between this city and Vancouver. The company will also extend its line at this point across the North Arm of the Fraser River to Lulu Island. The contemplated extension of lines has increased the demand for cars and the local shops have work ahead for many months. A new school, was opened during the month. The Methodist Conference which has been in session here brought a large number of visitors to the city. A delegation of business men from Winnipeg and western points visited the City in the interest of the Winnipeg Exposition to be held in the year 1911. An agreement has been entered into, whereby the hardware and sporting goods stores will close their places of business from 1.00 to 7.00 P. M. every Saturday afternoon between the 7th of June and the 1st, of October. Negotiations are under way to have the grocery stores and other places of business close every Wednesday afternoon during the summer months, but up to the present no conclusion has been arrived at.

A couple of ships called here for cargoes of lumber, and with the two dredges at work on the River no further trouble is likely to arise from lack of sufficient water.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Seeding is about finished in this district and the season promises good returns. Each year a larger area is being put to crop. The following are current market quotations:—

Beef, hindquarters.....	8½c. to 9c. per lb
“ forequarters.....	6 c. to 7c. “
Mutton.....	13c. to 14c. “
Lamb.....	18c. to 20c. “
Pork.....	9½c. “
Eggs, fresh.....	30c. per doz.
Fowl, per dozen.....	\$8.50 to \$9.50
Chicken, per dozen.....	7.00 to \$8.00
Ducks, per dozen.....	15.00
Potatoes, per ton.....	45.00

* In the report of the Nelson, B.C., correspondent in the *Labour Gazette* for May, 1909, page 1206, the figures \$50,000 in the sixth line from the bottom should read \$5,000.

Fishing.—Considerable quantities of fish are now being taken on the Fraser River for which fairly good prices are obtained.

Lumbering.—Conditions continue to improve and the season is expected to be the best for some years. The demand from the Prairie Provinces is better than for some time past; and as retail stocks on hand are less than usual at this season it is expected that the demand will keep up during the whole of the summer months, particularly in view of the large number of immigrants who are establishing homes there. The Dominion Lands Agent here, who also acts as Immigration Agent, has had a large number of applicants this year for the reduced rates to the prairie provinces; these being largely americans.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers; plasterers, painters, paperhangers and plumbers were active; with builders labourers quiet. Iron moulders; machinists, engineers, blacksmiths, boiler-makers and horseshoers were active. Carriage makers, car builders (electric) were busy, with shingle weavers quiet. Printers, pressmen, bookbinders, journey-men tailors, boot and shoe workers, bakers, confectioners, and butchers were active; but cigar makers have been quiet. Barbers, were active, with clerks and stenographers quiet, and laundry workers active. Steamboat men, street railway employees, teamsters and expressmen were active. Unskilled labour has been quiet.

VANCOUVER, B. C., AND DISTRICT.

Mr. George Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of May saw a marked improvement in the condition of the labour market, the building trades being very active, with two exceptions, viz., (1) bricklayers, who reported a number of men unemployed owing to the large num-

ber of arrivals from the Sound cities and the east, and buildings outside the city fire limits being practically all of wood, and (2) electrical workers, who to the number of about 25, were on strike for the "closed shop" or "card" system.

On the 14th of the month a joint meeting was held of the members of the Employers' Association, building contractors, plumbing, fitting and electrical contractors, sheet metal contractors, and others at which the following resolution was unanimously passed:—

"That this meeting is of the opinion that it is not in the best interests of the building trades or beneficial to the city in general, that the card system should be recognised in any way, and we pledge ourselves to assist each other in every way possible to carry on our business on the 'open shop' principle, which gives an opportunity to every capable man to earn a living, whether a member of a union or not."

The twenty-five striking electricians have started in business on the co-operative plan.

The city council has decided that in future all paving work will be done by contract instead of by day labour.

Reports as to the volume of business during the month were somewhat conflicting. There have been few changes in prices, flour rose 10c. a barrel.

The principal move in real estate was in inside property, the buying of outlying property has fallen off. The largest sale reported was a building and lot 50 by 132 feet at \$145,000.

The British Columbia Gazette contained one hundred and twelve new applications for coal prospecting licences.

The Grand Trunk Pacific Investment Company, Limited, was incorporated with a capital of \$500,000 for the purpose of investing at Prince Rupert.

The British Columbia Electric Railway & Power Company, announced that it would spend \$2,500,000 this year in extensions and equipment.

A new company was organised for the purpose of steam-heating residences and buildings, several plants in various parts of the city will supply the steam.

The grand jury at the close of the assizes recently held here, suggested that a thorough investigation be made by a government commission into the unlawful and nefarious traffic in seamen and other illegal methods followed by crimps in procuring seamen in this port.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Seventy timber sections, at River Inlet, and Queen Charlotte Islands were recently sold for \$250,000. The North Pacific Lumber Company's mill, at Barnett, was burned involving a loss of \$250,000.

Shipping.—The inward total shipping tonnage for April amounted to 124,466 tons, and the outward to 144,804 tons. Local shipping was satisfactory and the shipyards were active.

CONDITION OF PARTICULAR TRADES.

All branches of industry were active, with good prospects.

DISTRICT NOTES.

North Vancouver.—Work on the tram-line extension was started in Lynn Valley. Building operations and shipyards were very active.

Prince Rupert.—A large number of workmen and real estate investors arrived during the month. The auction sales for two days, at Vancouver, brought \$809,115 for 797 lots. Building will start on June 1 and will be very active for the rest of the season.

Abbotsford.—This town is experiencing considerable business activity, and a large amount of building is going on. The four sawmills are operating at full capacity.

VICTORIA, B. C., AND DISTRICT.

Mr. W. E. Ditchburn, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR THE MARKET.

Labour of all classes was well employed during the latter part of April and

up to the 20th of May. All industries were running full time, keeping regular hands steadily employed. The opening of navigation on the Northern rivers has taken a number away who follow different lines of business in the North and who generally make Victoria their headquarters for the winter months.

Marked activity prevails in building circles, owing to the large amount of construction now going on, both on residential and business structures. All employed in the different trades connected with building find all the work they can do, and the prospects are bright for the future. Already the building permits taken out for the first four month of the present year have exceeded the half million mark, and are as follows:—

	1909	1908
January.....	\$ 78,000	\$ 54,725
February.....	121,620	73,315
March.....	121,640	110,800
April.....	189,869	128,125
Total.....	\$511,200	\$366,965

From present indications the month of May will be almost as favourable as the past month.

The shipwrights, caulkers, and ship joiners have also been kept exceptionally busy, working on the four sternwheeler's which are being rushed to completion for the summer's business on the Skeena and Stikine rivers.

Unskilled labour was well employed during the month both on civic and commercial enterprises. The large amount of civic improvements to be carried out will keep a large force of men employed all summer. The rapid building up of districts of the city which in the past were without residences, has entailed a large amount of new work by the city in street making, etc., keeping many unskilled labourers steadily employed at wages ranging from \$2.25 per day up.

During the month of April the B. C. Electric Railway Co., carried on their cars a total of 368,643 passengers as compared with 354,675 for the month of March. The total number of passengers carried for the first four months of the present year was 1,372,577 as compared with 1,347,958 for the same period of 1908.

The bank clearings for the month of April totalled \$5,529,870 as compared with \$4,321,379 for the month of March, and \$4,634,089 for the month of April of 1908.

Recently the Y. M. C. A., started a collecting campaign for the purpose of raising \$100,000 for a new building. The amount was subscribed in the space of fourteen days. Construction on new building will begin, it is expected, within the next two months.

Efforts are being made to settle the long standing Songhee Indian Reserve question, and to have the Indians removed to some other portion of the Island, at present this reserve is in the centre of what will some day be a manufacturing section of the city, occupying the whole of one side of the harbor. If this matter can be settled in the near future the Esquimalt and Nanaimo Railway Company has promised the Board of Trade that it will construct its roundhouses, machine shops and repair works, which are now at Wellington, on a portion of the Reserve, as well as build large coal bunkers. It is estimated that this would bring at least 300 families to the city.

Flour has taken another advance in price and is now \$2.00 per sack., potatoes are very high, selling at \$3.00 per sack.

On May 3, the members of the leather workers union went on strike as the result all the employers, with the single exception of the Victoria Transfer Co., refusing to comply with their demands for an increase in wages. In the past they have have been working a week of 54 hours at 30 cents per hour, equalling slightly over \$16.00 for the week, and are now asking for a flat wage of \$18.00 per week of 51 hours. It is claimed that at both Vancouver and Seattle wages are highest than in Victoria. Three firms are affected by the strike.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Seeding has been completed, and although the weather is somewhat backward, it is expected that the crops will average up well.

Fishing.—Much work is at present going on at the traps in anticipation of

the big run of Salmon which should take place this year. A great deal of repair work has to be done every year on these traps preparatory to the season's fishing, entailing large expenditures.

Lumbering.—All mills in and around Victoria are running full time, endeavouring to keep up with orders, it is reported that a large lumber mill is to be established on Esquimalt harbor, and a mill on Quamichan Lake.

Whaling.—Big catches have been reported from the whaling stations on the west coast of this Island.

Sealing.—The season for seal hunting on the coast has now ended and it is reported that some of the vessels of the small fleet have had fair success, they will now proceed to Behring Sea.

Other industries.—All other industries of the city are in good condition.

NANAIMO, B. C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month has shown an improvement in labour conditions in this district, principally in the coal trade, and men have not found much difficulty in obtaining work. The month has also been an improvement over the last few months among business men. There have been no changes in rates of wages or hours of labour.

The city is pushing work on the extension of the water works and has a large force of men employed, as they want to finish before the dry season sets in.

The city is also employing a number of men laying cement sidewalks.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work was generally quiet among the farmers as they have finished their spring planting with favourable prospects for the summer.

Fishing.—Local fishermen were attending to the wants of the home market.

Lumbering.—In the sawmills work was active the mills working steadily in expectation of a better demand for lumber

Work was in full progress in the logging camps, and although the price of logs has dropped, there is a fair demand.

Mining.—The local coal mines have worked more steadily this month than for the past year and the prospect is for a fair summer's work. The other mines in the district were working full time. The new coal mines, started last year, are pushing development work and expect to be on a good shipping basis before long.

Railroad construction is being pushed ahead and it is expected that a part of the new road will be in operation before the summer is over. The C. P. R., is clearing land for agricultural purposes on a large scale and is placing the cleared land on the market for fruit growing and general farming.

CONDITION OF PARTICULAR TRADES.

Local bricklayers and masons reported work as active. Carpenters and joiners were also active, there being more buildings this summer than for a number of years. The houses being built are of a superior class. Painters and paper hangers were working steadily. Plumbers were active, and builders' labourers fairly well employed.

Blacksmiths and carriage makers were active.

Printers were fairly active.

Teamsters and expressmen reported work as steady.

Unskilled labourers have had a fairly good month and there were fewer idle men than for some time past.

CONSTITUTION OF A SEPARATE DEPARTMENT OF LABOUR—TEXT OF THE ACT AND STATEMENT BY PRIME MINISTER CONCERNING THE SAME.

ON April 30th the Prime Minister introduced in the House of Commons a Bill respecting the Department of Labour. The bill provided for the appointment of Minister of Labour to have charge of the Department of Labour. The measure was proceeded with on May 15, and on that day passed through its remaining stages in the House. Subsequently the bill passed the Senate and received the assent of his Excellency the Governor General on Wednesday, May 19.

Terms of the Act.

The Act respecting the Department of Labour, which has now become law, is in the following terms:—

His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. This Act may be cited as *The Labour Department Act*.

2. There shall be a department of the Government of Canada which shall be called the Department of Labour, over which the Minister of Labour for the time being, appointed by the Governor General by Commission under the Great Seal, shall preside.

2. The Minister of Labour shall hold office during pleasure, and shall have the management and direction of the department.

3. The salary of the Minister of Labour shall be seven thousand dollars per annum.

3. The Governor in Council may also appoint an officer who shall be called the Deputy Minister of Labour, and such officers, clerks and servants as are requisite for the proper conduct of the business of the department, all of whom shall hold office during pleasure.

4. The Minister of Labour shall be charged with the administration of *The Conciliation and Labour Act* and *The Industrial Disputes Investigation Act*, 1907, and with such other duties as may be assigned to him by the Governor in Council.

Statement by the Prime Minister.

The Prime Minister in moving the second reading of this bill in the House of Commons on May 15th, spoke as follows:—

In presenting some days ago the resolutions upon which the Bill is founded I stated that upon the second reading I

would give to the House the reasons which have induced the government to introduce this legislation. From certain remarks which on that and other occasions have fallen from the lips of some hon. members, I understood that there were in the minds of some of our colleagues some misgivings as to the advisability of such a measure. For my own part, I think the only criticism that can be offered is that we have delayed too long, that such a measure should have been introduced years ago. This legislation, in our judgment, is rendered necessary by the ever growing dignity and importance of labour questions and labour problems. The word 'labour' is rather a complex term. It has many significations, but so far as this legislation is concerned, we understand by labour the relations between wage-earners and wage-payers. It will not be disputed that for generations and generations the wage-earners had scarcely any standing in the community. The only right the law acknowledged to the labouring men, was that they could sue in a court of law for the miserable pittance paid to them. As to the other rights of labour, as to the dignity of labour as a class, the views of the civilized world, up to perhaps fifty or sixty years ago, were very crude. But some sixty years ago the advance of civilization caused quite a revolution to take place in the relations between wage-earners and the wage-payer. At last labour has been advanced to the dignity of a class in itself, and quite as important in the economy of society as any other class. Labour has been the cause of prolific legislation in all civilized nations from that day to the present, and Canada has not been behind other nations; indeed we may claim to be as advanced if not more advanced in this respect than many others of the more civilized nations. Some years ago, pursuing the idea which I have just indicated, the parliament of Canada thought it advisable to organize a Department of Labour. It was in the nature of an experiment, and when the proposal was submitted to the House, some did not suppose that it would be conducive to much real good. But, who-

ever at that time entertained this idea has since revised his judgment. The experiment has proven eminently successful, and were the same legislation to be introduced to-day I doubt if it would meet with any opposition. It is sufficient for us to bear in mind what has been done by the Department of Labour since its organization to enable us to agree that its creation has been more than justified by the results, because it has been successful not only in alleviating the condition of labour itself but in making the relations between the wage-earners and the wage-payers more satisfactory than they ever were before. In our judgment the experiment of nine years ago should now be carried out to its full fruition by the establishment of a Department of Labour presided over by a responsible minister of the Crown. I should say that this has been asked for by the labour organizations of the country. In 1906 the Trades and Labour Congress of Canada which met at Victoria, B.C., that year adopted the following resolution:

"That this congress is pleased to express its approval of the action of Canadian government in establishing a Department of Labour, and also its recognition of the work accomplished by the department in the interests of the industrial classes in Canada, during the six years of its existence. The congress is, however, of the opinion, that while it may have been expedient, pending such time as the organization of the department was being effected and its position established, to assign the portfolio of Minister of Labour to a member of the government holding another portfolio, the time has come when both, because of the increasing extent and importance of the work of the department, as well as to secure a fuller representation of the views and needs of the industrial classes in the government of the country, the Department of Labour should be represented by a Minister of Labour, whose duties will be confined to the interests of that department, and this congress is of the opinion that the creation of a separate portfolio of Minister of Labour would receive the hearty endorsement of the

working classes of Canada from one end of the Dominion to the other."

At the congress of the same body held the following year at Winnipeg this resolution was adopted:

"That this congress records its appreciation of the valuable services rendered to the workingmen of Canada by the Dominion Department of Labour since the establishment of the department in 1900. The congress believes that the continuous growth and expansion in the department's work during the seven years of its existence is an evidence of the increasing importance of this branch of the administration. Whilst recognizing the able manner in which the present Minister of Labour and his predecessors have discharged the duties of their office as minister of the department, the congress believes that the scope of the department's work and its efficiency and usefulness would be greatly increased were a Minister of Labour appointed who would give undivided attention to the work of the department. In the interest of the country as a whole, no less than of its working classes this congress would recommend that the Dominion government add to the present portfolios that of a Minister of Labour who shall be assigned control of the Department of Labour as a separate and distinct branch of the administration."

In 1908 at the congress of the same body held in Halifax a resolution to the same effect was carried, and at the National Trades and Labour Congress of Canada, held in 1907, this resolution was passed:

"That the government be urged to separate the Department of Labour from the Post Office Department. This has become necessary in the opinion of this congress owing to the great increase of business in the Department of Labour, and, further, a Minister of Labour, acting solely in that capacity would be in a better position to give greater attention to the demands of the workmen."

At the congress held in 1908 at Quebec a similar resolution was adopted. In the opinion of the government this is a legitimate demand which can be paid heed to, and that is why we introduce this legislation. The House is entitled to know what will be the cost to the country of this proposal. The only cost that can be involved by the creation of this new department will be \$7,300 per annum; \$7,000 the salary of the minister and \$300 in part payment of the salary of his secretary. I suppose that under such circumstances the House will have no hesitation in endorsing the enactment of this legislation and I therefore move the second reading of the Bill.

Debate in the House of Commons.

The debate on the Prime Minister's motion for the second reading of the bill and in Committee of the whole House was participated in by Mr. R. L. Borden, the Honourable William Patterson, the Honourable W. S. Fielding, Mr. David Henderson, the Honourable Rodolphe Lemieux, Dr. T. S. Sproule, Mr. A. B. Crosby, and Dr. F. L. Schaffner. The bill was then read the third time and passed.

THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF MAY, 1909.

FOUR applications for the establishment of Boards of Conciliation and Investigation under the Industrial Disputes Investigation Act, 1907, were received in the Department during the month of May, as follows:—

(1) On behalf of railroad telegraphers employed along the lines of the Canadian Pacific Railway Company's system, the number of employees affected being estimated at 1,600;

(2) On behalf of employees of certain coal mining companies, members of the Western Coal Operators' Association, in the provinces of Alberta and British Columbia, as follows:—Alberta Railway and Irrigation Company, H. W. McNeill Company, Pacific Coal Company, Leitch Collieries, Ltd., Western Canadian Collieries Ltd., International Coal and Coke Company, Ltd., and Hosmer Mines Ltd.,

the number of employees affected being estimated at 2,100;

(3) On behalf of employees of the Cumberland Railway and Coal Company, Springhill, N. S., the number of employees affected being estimated at 1,550;

(4) On behalf of longshoremen employed by the Canadian Pacific Railway Company at Owen Sound, Ont., the number of employees affected being estimated at 250.

Earlier Applications.

Of applications received prior to the beginning of May, proceedings in connection with which remained at that date unfinished, there were the following, viz:—

(1) On behalf of the employees of the Winnipeg Street Railway Company, of Winnipeg, Man., the number of employees affected being estimated at 500 directly, and 100 indirectly:

(2) On behalf of the employees of the British Columbia Copper Company of Greenwood, B. C., the number of employees affected being estimated at 225;

(3) On behalf of the employees of the Nicola Valley Coal and Coke Company of Middlesboro, B. C., the number of employees affected being estimated at 150;

(4) On behalf of the employees of the Nova Scotia Steel and Coal Company at Sydney No. 3, Florence, C. B., County, the number of employees affected being estimated at 340 directly, and 120 indirectly;

(5) On behalf of the employees of the Dominion Textile Company, the number of employees affected being estimated at 70 directly, and 3,000 indirectly, of whom 1,400 are females.

Reports Received.

During May, the Department received two reports, namely: (1) That arising out of an application of the employees of the Dominion Textile Company in Montreal, Quebec; (2) That arising out of an application of certain employees of the Winnipeg street Railway Company in Winnipeg, Manitoba.

The cause of dispute in the case of the Dominion Textile Company was the de-

mand of the mule spinners employed in the Company's mills at Montreal, for the restoration of the rates of pay in force in April, 1908, which were from 10 to 25 per cent. higher than those in force at the present time. A demand was also made in the application for the abolition of what was called the "black list". The report of the Board was signed by all three members, but Mr. A. A. Gibeault, appointed on the recommendation of the men, found himself unable to concur in the opinion of the majority of the Board "that the Company is justified in refusing to re-establish the scale of prices existing before the last reduction in wages". Mr. Gibeault expressed the view that the Company should increase the present schedule of wages by 5 per cent. In a letter received in the Department on May 28th, the Dominion Textile Company expressed its willingness to accept the report of the Board as a basis of settlement of the dispute in question. At the end of the month the Department had not been notified whether the report was acceptable to the employees concerned.

The cause of dispute in the case of the Winnipeg Electric Railway Company was described in the application as a demand for the reduction of hours of labour, increase of wages paid, and changes in the working conditions.

In the hearing before the Board, however, the points at issue were without much difficulty narrowed down to the question of hours and wages. On this point the report of the Board was unanimous and although the Department, had not at the close of the month, been formally notified of the acceptance of the award by those concerned, it is understood that this has been the case and that the threatened strike has been definitely averted.

Other Proceedings Under the Act

In the case of the dispute between the Nicola Valley Coal and Coke Company of Middlesboro, B. C., and its employees, the Board was completed on May 6, by the appointment of His Honour Judge Lampman, Victoria, B. C., as Chairman,

on the recommendation of the other members of the Board. The Board met during the month but a report had not been received at the end of May.

In the case of the dispute between the Nova Scotia Steel and Coal Company of Sydney, C. B., and its employees at Florence, C. B., Mr. Daniel MacDougall of Glace Bay, C. B., was appointed a member of the Board of Conciliation and Investigation on recommendation of the employees. In the absence of any recommendation from the Company His Honour Judge McGillivray was appointed second member of this Board.

During the month of May a Board, which was constituted on April 29, to investigate a difference between the British Columbia Copper Company, Greenwood, B. C., and its employees, held sittings in Greenwood on May, 3, 4, 5, 6 and 7, and also endeavored to induce the parties concerned to adjust the dispute by mutual arrangement. The question at issue between the company and its employees was one of alleged discrimination against the members of Greenwood Miners' Union of the Western Federation of Miners. The report had not been received in the Department at the end of May.

In the application of Messrs. D. Campbell and Gideon D. Robertson, of Toronto for the establishment of a Board to investigate differences between the Canadian Pacific Railway Company and its employees, members of the Order of Railroad Telegraphers, the following claims were set forth: (1) unfair dismissal of Mr. L. H. Devault from the position of train despatcher at Farnham, Que., December 18, 1908; (2) breach of contract with the telegraphers by displacing despatchers from regular positions at Montreal contrary to Article 2 of schedule agreement, since January 1, 1909. The applicants demand that Mr. Devault should be reinstated and paid for lost time, also that the displaced despatchers should be allowed their regular positions and reimbursed for any loss of salary sustained by their removal. On the recommendation of the employees Mr. W. T. J. Lee, Toronto, was appointed a member of this Board. On the recommendation of the Company Mr. Wallace Nesbitt, K. C.,

Toronto, was appointed second member of the Board, and in the absence of a joint recommendation from Messrs. Nesbitt and Lee, the Board was completed on May 13, by the appointment of the Honourable Mr. Justice Fortin of the Superior Court, Montreal, as Chairman.

The application of Messrs. F. H. Sherman of Taber, Alta., and Robert Evans of Minot, Alta., for the establishment of a Board to investigate differences between the companies comprised in the Western Coal Operators' Association and their employees named, numbering 2,100 men, defined the cause of the dispute as "a failure to agree upon the terms and conditions of working agreements which expired on March 31, 1909." The Companies represented in the association and affected by application are as follows, namely:—the Alberta Railway and Irrigation Company, the H. W. McNeil Company, the Pacific Coal Company, the Leitch Collieries Limited, the Western Canadian Collieries Limited, the International Coal and Coke Company Limited, all in the Province of Alberta, and the Hosmer mines located in the Province of British Columbia. Mr. F. H. Sherman, Taber, Alta., was appointed a member of the Board on the recommendation of the employees, Mr. Colin MacLeod, of MacLeod, was appointed a member of the Board on the recommendation of the employers, and Rev. Hugh R. Grant, of Fernie, B. C., was appointed by the Minister as Chairman in the absence of any joint recommendation for third member by the other members of the Board. Sittings of the Board were held immediately, but at the end of the month the report of the Board had not yet been received.

The application of the employees of the Cumberland Railway and Coal Company, Springhill, N. S., for the establishment of a Board to investigate differences between themselves and the Company, set forth the claims of the men in the following terms:—(1) recognition of the union; (2) to determine the standard weight of a box of coal for the purpose of forming the basis from which the rate per ton shall be arrived at; (3) to establish a schedule of prices for all classes of work in and about the mines, (4) to establish

a docking system. In a statement on behalf of the Company received in the Department on May 22, the Cumberland Railway and Coal Company declined to take any part in the proceedings before the proposed Board, and expressed unwilling to nominate anyone for appointment thereto. Mr. E. B. Paul, M. L. A., Springhill, N. S., was appointed a member of the Board on the recommendation of the employees. Mr. Charles Archibald, of Halifax, N. S., was appointed second member of the Board in the absence of any recommendation from the Company.

In an application on behalf of long-shoremen employed by the Canadian Paci-

fic Railway Company at Owen Sound, Ont., for the establishment of a Board, a demand was made for a general increase from the present schedule of wages. A compromise offer was made on behalf of the Company, which was refused. Mr. J. G. O'Donoghue, Toronto, was appointed a member of this Board on the recommendation of the employees. Mr. Wallace Nesbitt, K. C., Toronto, was appointed a member on the recommendation of the Company, and in the absence of any joint recommendation from the other members of the Board, Mr. Donald Ross, Barrie, Ont., was appointed chairman.

I.—REPORT OF BOARD IN DISPUTE BETWEEN THE DOMINION TEXTILE COMPANY AND ITS EMPLOYEES IN MONTREAL.

THE Department received on May 27 the report of the Board established in the case of the dispute between the Dominion Textile Company and certain of its employees in Montreal. In this report the grievances referred for investigation were stated to be; (1) to re-establish for the mule spinners the pay list in force in April, 1908, from which a reduction had been made in May of the same year of from 10 to 25 per cent.; (2) the doing away with what is called the "black list".

In the application of Messrs. F. Fafard and C. Donais, of Montreal, for the establishment of a Board it was stated that 70 men were directly affected, and that 1,600 men and 1,400 women were affected indirectly. The textile industry not being one of those to which the Industrial Disputes Investigation Act applies the Board was established by the mutual consent of the parties affected expressly as provided by section 63. Mr. Arthur A. Gibeault of Montreal was appointed on the recommendation of the employees, and Mr. F. G. Daniels of Montmorency on part of the Company. The Honourable Mr. Justice Fortin of the Superior Court, Montreal, was appointed Chairman on the recommendation of Messrs. Daniels and Gibeault.

The report showed that on May 4, 1908, a reduction had been made in the salaries

of the mule spinners and other employees of the Dominion Textile Company of 10 per cent. and upwards, which led to a strike on the part of the operatives. The Board in its review of the case found that this strike was terminated on a promise by the Company that when trade conditions improved wages would again be raised to the old schedule, and held that the question therefore was to determine whether there had been such an improvement in the conditions of the industry as would warrant the claim of the spinners. In the opinion of the Chairman of the Board and of Mr. Daniels, it was proven that there had been no improvement in respect of profits during the year, but that on the contrary there had been a continued depression resulting in a diminution of the earnings in the Montreal mills, and that "the Company is justified in refusing to re-establish the scale of prices existing before the last reduction in wages." Mr. Gibeault, the other member of the Board, was of opinion that the Company should increase the present schedule of wages by 5 per cent. The Board found no evidence to establish the existence of any "black list".

Text of Report of Board.

The text of the findings of the Board is as follows:—

Hon. RODOLPHE LEMIEUX,
Minister of Labour,
Ottawa, Ont.

In the matter of the Industrial Disputes Investigation Act, and in the matter of differences between the Dominion Textile Company and its employees.

1. By the application in this matter, two questions were submitted to this Board:

(a) To re-establish, for the mule spinners the pay-list in force in April, 1908, and from which a reduction had been made in May of the same year of from 10 to 25 per cent;

(b) The doing-away with of what is called the "Black List."

2. It appears that, during the years 1906 and 1907, the mule-spinners belonging to the Union at Montreal, that is, in the mills of St. Henri and Hochelaga, were first, granted an increase of salary of 6 per cent., then an increase of 10 to 12 per cent., followed by another increase of 10 per cent., and, finally another increase of 2 to 2½ per cent., making a total of 30½ per cent. for the mule-spinners. During those two years, the Cotton Industry is shown by the evidence adduced before us, to have been very prosperous. But, at the end of 1907, a severe depression set in, and was still in existence in the Spring of 1908.

3. On the 4th. of May, a reduction was made on the salaries of the mule-spinners and others, of 10 per cent., as far as the St. Henri mill is concerned, and a reduction of a little over 10 per cent. in some other cases, as regards the Hochelaga mills.

This reduction led to a strike, which was followed by a return to work of the operatives, who were promised that when trade conditions improved, their wages would again be raised to the old schedule.

Now, this Board was called upon to inquire as to the mule spinners only of the Montreal Union, aggregating about 70, and had nothing to do with the other operatives, numbering about 6,000.

4. The question before us was then whether there had been such an improvement in the conditions of the industry as would warrant the claim of the spinners.

It became a delicate matter to determine what should be the proper basis from which it could be ascertained whether conditions had improved. Was it to compare the operations of the mills in Montreal only, or to take the general operations of the Company for the year that had elapsed? In order to avoid possible error on this point, the Board thought proper to examine both the operations of the mills in Montreal, and the general operations of the Company for that year.

5. For that purpose, the Board has sat and examined witnesses, as well on this first point as on the other question. It was thought proper to examine witnesses as fully as possible and the Board has sat continuously on the 17th, 18th, 19th, 21st, and 22nd instant.

As far as the operations of the mills at Montreal were concerned, it was proved that there had been no improvement in the earnings of profits during the year.

On the contrary, there was as the result of continued depression, a diminution in the earnings of those mills.

As to the general operations of the Company, the same result was shown. The operations of the last year, have shown a considerable falling off in the profits, and it was proved that the depression which had set in at the end of the year 1907, has continued and still exists at the present time.

It was proved that the main cause for the acute depression in this country, is that the depression being universal, foreign manufacturers have cut prices to such an extent, that the tariff protection which is sufficient in ordinary times has proved inadequate under present conditions.

So it appears to the majority of the Board, that the Company is justified in refusing to re-establish the scale of prices existing before the last reduction in wages.

6. In the opinion of Mr. Gibeault, the Company ought to increase the present schedule by 5 per cent. It appears to Mr. Gibeault that since this Company has been organized the bond holders and shareholders have received interest and dividends in such a way that an increase which, would if applied to all the employees of the Company, mean an outlay of

no more than \$75,000.00 a year, would be justified under the circumstances.

7. Upon the second question submitted to us we find that there was not in existence what is usually termed a "Black List", and the question of fines was not pressed before us.

We find, however, that some of the spinners who had been employed up to the strike of May, 1908, have not since, secured employment from the Company. In some cases this was apparently due to the fact that personal difficulties had occurred between the men and the overseers. Some of these men have since found employment elsewhere, but some have not.

The Board feels justified in recommending that those whose names were the sub-

ject of particular consideration, should be given another opportunity of giving their services to the Company in the same departments, and believes it has reason to hope that this recommendation may soon be carried into effect.

In conclusion we have much pleasure in stating that our proceedings have been carried on in the most harmonious way, and with the most evident desire on the part of all, to render justice to all concerned.

(Signed) THOMAS FORTIN,
Chairman.

" F. G. DANIELS,
" A. A. GIBEAULT.

Montreal, 22nd, May, 1909.

II.—REPORT OF BOARD IN DISPUTE BETWEEN THE WINNIPEG ELECTRIC RAILWAY COMPANY AND ITS EMPLOYEES.

THE Department received at the end of May the report of the Board established in the case of the dispute between the Winnipeg Electric Railway Company and its employees. The dispute in question related to reduction of hours of labour, increase of wages and to working conditions as set forth in a memorandum which accompanied the employees application. It was stated that a duly elected committee of the employees had brought this demand before the management of the company on several occasions and also before the Board of Directors but that the Company had refused to make "any reasonable concessions, so all attempts at adjustment having failed a mass meeting of the men was held on the 12th of April, 1909, in which the employees rejected the propositions of the company and by unanimous vote demanded an arbitration of the matters in dispute."

In the application of Messrs. James Potter, and T. F. Robbins, for the establishment of a Board of Conciliation and Investigation in this matter, it was stated that the differences in question affected directly 500 and indirectly 100 persons.

Mr. John G. O'Donoghue, Toronto, was

appointed a member of the Board on the recommendation of the employees. Mr. W. J. Christie, Winnipeg, was appointed second member of the Board on the recommendation of the Company. In the absence of any joint recommendation from these two members of the Board, the Board was completed by the appointment by the Minister of Rev. C. W. Gordon, D. D., Winnipeg, as chairman.

The sittings of the Board were held in Winnipeg, and resulted in a report signed by all three members. The award stated that, "the points at issue were without much difficulty narrowed down to the questions of hours and wages. To these matters your Board gave its very best attention and after full investigation and negotiations with both parties, your Board is happy to report its unanimous agreement upon the points in dispute."

In a schedule attached to the report of the Board the proper officials of the Company were called upon to re-arrange the schedule of all the regular runs on or before July 1st., to conform as nearly as possible to a nine-hour day instead of the present ten-hour day, and the Board recommends that it should be the privilege of conductors and motormen to elect a ten-hour day should they so desire

and that it should be distinctly understood that neither by the Company nor by the men would there be any discrimination against any motorman or conductor for his action in this regard. In clause 10 of the schedule provision was made for a scale of wages increasing from 21c. per hour for the first six months of service to 27c. per hour for the fourth and succeeding years of continuous service.

The Department had not been advised at the close of the month of the formal acceptance of the award by the Company and the employees concerned, but it was understood from the press that an agreement had been concluded on the basis of the Board's findings.

Text of Report of Board.

The text of the findings of the Board is as follows:—

Winnipeg, Man., May 29, 09

To the Honourable,
The Minister of Labour.

In the matter of the dispute between the Employees of the Winnipeg Railway Company and the Winnipeg Electric Railway Company, your Board of Conciliation respectfully beg to report as follows:—

The Board began its sittings on the 11th., of May in the Company's Board Room which was courteously placed at the disposal of the Board, and completed its work on the 29th. of May, 1909.

The negotiations were greatly facilitated by the spirit of fairness shown by both parties and their entire willingness to assist the Board in its investigations. The Board was pleased to find that the best of feeling prevails between the Company and its men. There is on the Company's part an evident desire to provide in every way possible for the safety and comfort of its employees, the cars being equipped with all the most modern safety appliances and the vestibules electrically heated and provided with glass fronts.

It also emerged that the men making complaint were always accorded a courteous hearing by the management and that an attempt was made to meet their demand.

The conductors and motormen on their part evidently showed a willingness to co-operate with the Company to the best of their ability in rendering an efficient, prompt and courteous service to the public. The Board is much gratified to discover that by neither the Company nor its men is there the slightest tendency to discriminate against any employees on the score of belonging to, or not belonging to a Labour Organization.

The points at issue were without much difficulty narrowed down to the questions of hours' and wages. To these matters your Board gave its very best attention and after full investigation and negotiations with both parties, your Board is happy to report its unanimous agreement upon the points in dispute upon the basis of the following schedule:

(Signed) CHARLES W. GORDON
Chairman.

" W. J. CHRISTIE,
For the Company.

" J. G. O'DONOGHUE,
For the Men.

Working Conditions for Motormen and Conductors, of the Winnipeg Electric Railway Company.

CLAUSE 1. Neither the Company nor its men will discriminate against any motorman or conductor by reason of his being or not being a member of any Street Railway Employees' Union.

CLAUSE 2. All cars will be cleaned and fully equipped with proper appliances for operating the car before leaving the sheds for their respective runs; the motorman and conductor of each car, before leaving for the run, must see that the car is fully equipped with proper appliances and if anything is found to be lacking, must report at once to an Inspector or foreman. Conductors and motormen must also keep the vestibules clean while on their respective runs, and report any defects or anything wrong with the car at the end of the run.

CLAUSE 3. Seniority subject to efficiency will be given preference in all regular runs posted up for selection, and each motorman and conductor will have

the opportunity of selecting his run in accordance with his age in the service of the company; all runs to be posted for motormen and conductors to make their selections as to the run they may desire at least every four months.

CLAUSE 4. Motormen and conductors will be paid their wages semi-monthly, and will be paid on the fifteenth and last day of each month, if possible. If, however, the above dates should fall on Sunday or a holiday, payment will be made the day previous, if proper arrangements can be made to do so.

CLAUSE 5. Conductors coming within the scope of this agreement will be supplied with tickets and change to the amount of twenty-five dollars, after signing the Company's form of agreement for the return of the money when called upon to do so.

CLAUSE 6. Free transportation will be granted to all motormen and conductors on all city lines of the Winnipeg Electric Railway Company when in uniform or wearing a badge furnished by the Company. Reasonable free transportation at such times and in such manner as the Manager may think best will be granted to all motormen and conductors on all outside lines controlled by the Company, upon application for same being made at the General Offices.

CLAUSE 7. The proper officials of the company will be willing to treat at all times with its motormen and conductors or any committee of them on any subject in the interests of the Company or its motormen and conductors.

CLAUSE 8. All reasonable complaints or grievances will be heard by the proper officials of the Company and any motorman or conductor or committee failing to get satisfaction from the officials of the company have the right to appeal at any reasonable time to the Board of Directors.

CLAUSE 9. All motormen and conductors required to work overtime on the following public holidays, namely: New Year's Day, 24th of May, Dominion Day, Thanksgiving Day, Civic Holiday, Labor Day, and Christmas Day, will be paid at the rate of time and one-half for such overtime. Exhibition time included.

CLAUSE 10. On, from and after May first, 1909, the following scale of wages be in force:

Twenty-one cents per hour for the first six months.

Twenty-three cents per hour for the second six months.

Twenty-four cents per hour for the second year.

Twenty-six and one-half cents per hour for the third year.

Twenty-seven cents per hour for the fourth and succeeding years' continuous service with the company.

CLAUSE 11. The proper officials of the Company will rearrange the schedule of all the regular runs on or before July first, to conform as nearly as possible to a nine-hour day instead of the present ten-hour basis. Whereupon it shall be the privilege of any conductor or motorman to elect a ten-hour day should he so desire. It is distinctly understood that neither by the company or by the men will there be any discrimination against any motorman or conductor for his action in this regard. Having due regard to all the conditions of the service, the manager undertakes that the schedules will be so arranged that the hours of work on the cars will be put in within the least number of hours as, in his opinion, will be considered practicable and consistent with the service performed by the company.

CLAUSE 12. All motormen and conductors working Sundays to receive ten hours' pay for eight and one-half hours' work; overtime to be paid on the basis of ten hours' pay for eight and one-half hours' work; eight and one-half hours' work to constitute a day's work on Sunday.

CLAUSE 13. As far as practicable no motorman will be compelled to leave his regular run to take special runs.

CLAUSE 14. All front vestibules on closed cars will be fitted with curtains, or in such other manner as may be thought best, to darken the front vestibule at night. All open cars will be fitted with glass fronts for motormen.

CLAUSE 15. No conductor at any time will be required to operate more than one car, and no motor car pull more than one

trailer, as far as practicable in the discretion of the management.

CLAUSE 16. Reasonable leave of absence will be granted to all motormen and conductors when their services can be spared. Any motorman or conductor taking other employment during leave of absence will be considered to have terminated his services with the company. Any service, however, that a conductor or motorman may be called upon to render in a representative capacity on behalf of his fellow motormen and conductors shall not be considered as covered by the word "employment" as used in this clause; such absence, however, not to exceed one year.

CLAUSE 17. That when any motorman or conductor has been suspended or discharged from the service of the Company and after investigation has been found not guilty of sufficient cause to warrant such discharge or suspension, he shall be re-instated and paid for all time lost.

CLAUSE 18. No motorman will be compelled to take care from the barns without doors, or with broken vestibules, windows, between October fifteenth and April fifteenth.

CLAUSE 19. All motormen's vestibules shall be fitted with heaters and made as tight and comfortable as possible.

CLAUSE 20. Stools will be furnished for the motormen's use on such routes or parts of routes as the management may think proper.

CLAUSE 21. Any motorman or conductor who has been six months or more in the Company's service and leaving of his own accord, shall upon application

for same be furnished with reference as to length of service, character and ability while in the Company's employ. Regular printed forms to be used for such purpose.

CLAUSE 22. Each conductor will be furnished once every two years with a uniform pea-jacket, and each motorman will be furnished once every two years with a uniform overcoat; and any motorman or conductor leaving the service of the company from any cause within six months after receiving his pea-jacket or overcoat will be charged the amount actually advanced by the Company.

CLAUSE 23. The Company will pay one-half the cost of first uniform; all uniforms thereafter will be furnished free, and a suitable cap will also be provided. Winter caps will be issued not later than November 1st, and summer caps not later than May 1st.

CLAUSE 24. The conductors operating on outlying lines will be allowed all necessary time over ten minutes when required to and from the general offices; and any motormen required by the Company to come to the general offices shall receive the same consideration.

CLAUSE 25. The above conditions to remain in force from May first, 1909, to May first, 1911.

(Sgd.) CHARLES W. GORDON,
Chairman.

" W. J. CHRISTIE,
For the Company.

" J. G. O'DONOGHUE,
For the Men.

LEGISLATION IN THE UNITED STATES SUGGESTED BY THE CANADIAN INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

AT the present moment, according to a statement published in the New York *Survey*, the legislatures of two states, viz.: New York and Wisconsin, are considering new measures for settling trade disputes, modelled after the Canadian Industrial Disputes Investigation Act of 1907. In both, the important feature is the provision for compulsory investigation.

The New York bill proposes to abolish the existing state Bureau of Mediation and Arbitration and to create in its stead a Labour Clearance Commission, entirely independent of the Department of Labour, consisting of three members appointed by the governor, at annual salaries of \$5,000. All matters relating to terms of employment, including wages, hours, time of payment, and other con-

ditions under which labour is to be performed, insurance, health and safety of employes, strikes, lockouts, and arbitration of disputes, are placed under the jurisdiction of the commission. It has power to investigate any complaint or controversy, and must report within thirty days. It may subpoena witnesses, compel their attendance and testimony, and require the production of all books and papers that may throw light on the dispute.

In order to give the commission power to settle disputes, the bill provides that industrial contracts between employers and employees may contain express provision for reference of all disputes to the commission for investigation and adjustment, and it further provides that no strike or lockout shall take place until after the commission has inquired into the dispute and made a report. Where such an agreement has been made the courts are given power to issue injunctions, at the request of the commission, to prevent strikes, lockouts, discharge or cessation from work until the report of the commission has been filed.

The Wisconsin bill prohibits, until the investigation is made, not the mere cessation of work, but the combination to enter into a strike. The individual is

free to quit work whenever he wants to. The prohibition to strike until after an investigation is made is limited, to public utilities, where the courts will hold that the public interest demands uninterrupted operation of the industry.

Trade disputes on public utilities are placed under the jurisdiction of the Public Service Commission. Whenever a dispute occurs between employer and employees, either party may apply to the commission to appoint a special board of investigation or to submit the difficulties to the State Board of Arbitration. The special board or the state board immediately investigates all matters in controversy, and must report within fourteen days on the merits of the dispute. Prior to or pending this investigation strikes and lockouts on public utilities are prohibited, but after the board's recommendation has been made, either party is free to accept or reject it, and to engage in strikes or lockouts. Provision is made for publication of the board's findings in two newspapers in the locality where the dispute occurs, and this is relied upon to bring about justice on the ground that the public when advised of the facts will support the side that is right.

REPORT ON THE WATER POWERS OF CANADA.

FOR the purposes of the North American Conservation Conference, which assembled in Washington some weeks ago, a comprehensive estimate was made by Mr. J. B. Challies, C.E., of the Department of the Interior, on water powers of Canada. This computation, the first of its kind ever attempted in this country, was recently referred to by Mr. R. E. Young, Secretary of the Canadian Conservation Commission, in an address before the House of Commons Committee on lands, forests, and water powers, and contains some information of very great industrial interest. Mr. Challies estimates the minimum flow development of all the water powers of

Canada at 25,682,907 horse power, of which but 516,885 horse power has as yet been developed. A calculation was made by Mr. Young which showed that the maintenance of one horse power per annum from steam power involves a consumption of 21.9 tons of coal. On this basis the available water powers of the Dominion represent a combined energy, which if it had to be maintained by steam force, generated from coal, would involve a coal consumption of 562,455,633 tons per annum. The following summary of the available water powers of Canada is taken from Mr. Challies' report:

Location.	Minimum Flow Development.	Present Development.
Yukon.....	470,000	.....
British Columbia.....	2,065,500	73 100
Alberta.....	1,144,000	1,330
Saskatchewan.....	500,000	.....
Manitoba.....	505,000	18,000
North West Territories.....	600,000	.....
Ontario.....	3,129,168	331,157
Quebec.....	17,075,939	50,000
New Brunswick.....	150,000	.....
Nova Scotia.....	54,300	13,300
Total.....	25,682,907	516,887

The largest single water power in the country according to Mr. Challies' report, is that of the Hamilton River, in the Labrador peninsula, with a possible development of 9,000,000 horse power. The development of this power, however, has not yet begun. The Niagara Falls power, if no international restrictions were imposed on its development, would take second place, but the treaty now awaiting ratification between the United States and Great Britain, imposes certain limitations on the use of these falls for power purposes.

Other immense water powers as yet altogether undeveloped are the following: Rupert River, Que., 2,000,000 horse power; Nottaway River, Que., 1,000,000 horse power; East Main and other rivers in the Abitibi district of Quebec, 1,000,000 horse power.

Nine other rivers in Quebec alone are worthy of mention because of the immensity of the energy which they represent, viz.: Chamouchouan River, Lake St. John District, 225,000 hp.; Great Peribonka River, in Lake St. John River, 300,000 hp.; Shawinigan Falls on the St. Maurice River, 225,000 hp.; Aux Outardes River, Labrador Peninsula, 180,000 hp.; Grande Decharge, Saguenay River, 375,000 hp.; Carona Falls, Saguenay River, 100,000 hp.; Natashkwan River, Labrador, 331,456 hp.; Lachine Rapids, 200,000 hp.

Other large water powers in various parts of the Dominion are as follows: Galops, Cardinal and Iroquois Rapids, St. Lawrence River, 232,000 hp.; Rapide Plat, St. Lawrence River, 178,000 hp.; Long Sault St. Lawrence River, 618,000 hp.; Stewart River, Yukon, 200,000 hp.; Lewes, Yukon, 170,000 hp.; Bonnington

Falls, Kootenay River, British Columbia, 267,000 hp.; Grand Rapids, Athabasca River, Alberta, 250,000 hp.; Peace River Chutes, Alberta, 250,000 hp.; Slave River, at Fort Smith, Alberta, 300,000 hp.; Coles Rapids on North Saskatchewan River, Saskatchewan, 150,000 hp.; Grand Rapids on Saskatchewan River, 200,000 hp.; Nastapoka Falls, Nastapoka River, North-West Territories, 100,000 hp. It is also estimated that the construction of the Georgian Bay Ship Canal would lead to the creation of water powers amounting in the aggregate to 1,176,310 horse power.

Review of Provinces.

A review by Mr. Challies of the water powers of the various provinces of Canada contains the following notes:—

Ontario.—In the Eastern provinces of Canada there are many rivers and streams for the development of water power, but until recently the practice was to dispose of streams and falls with adjacent tracts of lands as parts of the land without conditions for development. In Ontario and Quebec especially this is no longer the case, and with the employment of electrical energy to transmit power long distances water powers have reached an important commercial value. The first public Act to do with this question was passed in the Legislative Session of 1898, and it owes its chief value to the fact that by it any water power or privilege on the Crown Lands of the province may be reserved from sale.

The provisions of this Act do not apply to the water privileges which in their natural condition at the average low state of water have not a greater capacity than 150 horse power; and in granting or leasing under the regulations any Crown land on which a water privilege is situated the privilege shall be reserved so that in unknown parts of the public domain no powers or privileges can be acquired surreptitiously. Since the passing of this Act a further step in advance has been taken, a Hydro-Electric Commission having been created in the Province with authority to deal with the whole question of the development and supply of electric energy. For the purpose of investi-

gation the Province of Ontario has been divided into five districts and a separate and detailed report has been published relating to each of them. The first report, issued in 1906, relates to the Niagara District and deals with development of power at Niagara Falls the supply of electric power to all cities and towns in the south-western parts of the Province from Toronto to Windsor. The second report, issued in 1906, refers to the Trent District, for the supply of power to towns and cities from Whitby to Kingston, with Trent River as the principal source of power. The third report, issued in the same year, refers to the Lake Huron and Georgian Bay District, with water powers on the Maitland, Saugeen, Beaver, Severn, Muskoka, South, French, Sturgeon, and the Wahnipataë Rivers. The fourth report, issued in 1907, relates to the Ottawa Valley and St. Lawrence River Districts, with a series of powers extending from the St. Lawrence northward along the Ottawa and its tributaries on the Ontario side to the Montreal River. The fifth report, issued in 1907, deals with the Algoma, Thunder Bay and Rainy River Districts, and the powers on numerous rivers flowing into Lake Huron, Lake Superior and Hudson Bay. Following is a list of towns and cities of Ontario that have already made contracts with the Hydro-Electric Commission for power, viz.: Toronto, 10,000 hp.; London, 5,000 hp.; Guelph, 2,500 hp.; St. Thomas, 1,500 hp.; Woodstock, 1,200 hp.; Ingersoll, 500 hp.; Berlin, 1,000 hp.; Hespeler, 400 hp.; St. Mary's, 500 hp.; Preston, 600 hp.; Waterloo, 685 hp.; New Hamburg, 250 hp.; making a total of 24,235 hp.

Quebec.—A statement presented to the Legislative Assembly of Quebec, in 1907, shows the sales, leases or grants of falls or water powers made by that province from 1st July 1867, to 1st January, 1907, together with the approximate available number of horse power, the number of horse power developed, and the amount

received by the province to the date of the return. From the 1st July, 1867, to May 1897, water powers were sold without special conditions, being considered as forming part of the adjacent lots sold as mill sites with which they were conceded.

Records of grants made since May, 1867 show that there were sold or leased to 1st January, 1907, subject to working conditions, 67 water powers situated in thirty-eight rivers. The price realized from these sales is \$336,978.00 and the capacity is estimated at 1,661,979 and the record of power developed is incomplete.

New Brunswick.—Very little is known about the water powers in New Brunswick. Powers are leased upon conditions of development.

Nova Scotia.—Practically all the water powers in Nova Scotia are owned in fee simple, the powers belonging to the parties who purchased the land on each side of the river.

Manitoba, Saskatchewan, Alberta, North West Territories.—Water powers on Dominion Lands in Manitoba, Saskatchewan, Alberta and the North-West Territories are controlled by the Dominion Government and are leased upon strict conditions of development and continuous usage.

British Columbia.—No official or other competent survey or report has been made of the water powers available in British Columbia. This summary of the water power resources of the Province must, therefore, of necessity, be very incomplete. All that will be undertaken will be to direct attention to the more prominent instances in which some of the abundant power is already in use or to preparations being made to utilize.

Yukon Territory.—Water powers in the Yukon Territory are administered by the Dominion Government and are leased for twenty year periods upon conditions of development, the price of power and its distribution remaining under the control of the Commissioner of the Yukon Territory.

DOMINION LEGISLATION AFFECTING LABOUR, 1909.*

THE first session of the eleventh parliament of Canada began at Ottawa on January 20, 1909, and prorogued on May 19, 1909. Altogether 154 acts were assented to, of which 37 were of a public and 117 of a private character.

The following is a resumé of the more important measures assented to, from the standpoint of industry and labour:—

Conservation of Natural Resources.

Following the conference held at Washington, D. C., on the invitation of the President of the United States, at which Canada were represented by three Commissioners (†), legislation was passed establishing a permanent Commission for the conservation of the Natural Resources of the Dominion. The Minister of Agriculture, the Minister of the Interior, the Minister of Mines and the member of each provincial government in Canada charged with the administration of the natural resources of the province, are to be ex-officio members of the commission. In addition, twenty other members, to hold office during pleasure, are to be appointed by the governor-in-council. Of these, at least one member appointed from each province must be a member of the faculty of a university. The duties of administration are vested in a chairman appointed by the governor-in-council. The commission is to meet annually on the first Tuesday in January at Ottawa, or elsewhere as may be decided. Special meetings may be summoned by the chairman with the concurrence of five members. No fees or emoluments are to be received by the members, but travelling expenses and actual disbursements are to be paid. The duties of the commission are to take into consideration all questions brought to its notice relating to the conservation and better utilization of the resources of Canada, to

make such inventories, collect and disseminate such information, conduct such investigation inside and outside of Canada, and frame such recommendations, as seem conducive to the accomplishment of that end. Provision is made for the employment of a permanent staff, as well as temporary assistance for the purposes of any special work or investigation.

Legislation of Special Interest to Agriculture.

Three public acts were passed of special interest to agriculture. An Act "respecting agricultural fertilizers" requires that fertilizers be graded in distinct brands and that every brand be registered and an annual license to sell the same obtained. Every package must give the name of the brand, the registered number, the name and address of the manufacturer, the materials from which the fertilizer is made and the guaranteed analysis, for the protection of the purchaser. Provision is made for inspection. The act comes into force on October 1, 1909.

An Act "respecting commercial feeding stuffs", is also designed for the protection of the purchaser of articles for the feeding of domestic animals, with the exception of hay, roots, grains, etc. All such feed stuffs must be registered as definite brands and sold only on payment of a fee of \$5.00. Application for registration must be accompanied by a statement giving the name and address of the manufacturer, his guaranteed analysis of the material of which the feed is composed, the latter to be filed in the Department for the information of the Minister and not for publication. An inspection system is provided for.

The "Animal Contagious Diseases Act" is amended by the addition of a provision defining the value to be placed on grade animals slaughtered under the act as \$150 for each horse, \$60 for each head of cattle and \$15 for each pig or sheep. In the case of pure bred animals \$300 is to be regarded as the value of each horse, \$150 as the value of each head of cattle, and \$50

* A special article dealing with the Act respecting the Department of Labour passed during the session is published on an earlier page of the present issue.

† See the *Labour Gazette* for March, 1909, page 894.

as the value of each pig or sheep. The compensation is to be two-thirds of the value of the slaughtered animal.

Letter Carriers' Wages.

By an amendment of the Post Office Act, letter carriers employed by the Department were granted an increase of 50c. a day in wages from April 1, 1909. About 1,160 men were affected. The old and new scales are shewn in the following:

Class.	Old Rate Per Day.	New Rate Per Day.
Grade A.....	\$1.25	\$1.75
Grade B.....	1.50	2.00
Grade C.....	1.75	2.25
Grade D.....	2.00	2.50
Grade E.....	2.25	2.75

Increase to Other Post Office Employees.

Fourth class clerks in the offices of post office inspectors, the office of the superintendent of the railway mail service and in the money order exchange office, by an act to amend the Civil Service Act, had their scale raised from \$400 to \$500. All fourth class clerks at present receiving less than \$500 will be advanced forthwith to that minimum. The class proceeds by gradual increases of \$100 up to \$700; previously the annual increases were at the rate of \$50 up to \$700.

Stampers and sorters in these offices will henceforth receive \$500 on appointment and will go to \$600 by annual increases of \$50. Any stamper or sorter receiving less than \$500 is to be increased forthwith to that minimum.

These increases affect about 230 employees and the amount involved approximates \$16,400.

Government Annuities.

The Government Annuities Act of 1908, is amended by the addition of a subsection allowing a married man who has purchased an annuity payable to himself to have a portion thereof converted into an annuity payable to his wife, providing the application is made not less than

three months before the time when the annuity becomes payable, and providing that the annuity, that is made payable to the wife does not exceed one half of the husband's annuity. The rights to an annuity under the act are not transferable and trusts affecting an annuity are not to be recognized by the Minister.

When the annuitant or last survivor of joint annuitants dies before the annuity becomes payable and any moneys have been paid or deposited as consideration for the annuity, and if there is no express agreement between the Minister and the purchaser of the annuity as to dealing with such moneys, all such moneys shall be paid to the purchaser or his legal representatives, with interest thereon at the rate of three per cent., per annum, compounded yearly. If there is an express agreement the moneys shall be dealt with as thereby provided.

Transportation.

Transportation interests received a large share of the attention of Parliament during the recent session. Of the public acts passed, eleven have direct reference to this subject.

Two acts were passed respecting the Harbour Commissioners of Montreal, one redefining their jurisdiction in certain matters, and the second relating to the further advances for terminal facilities sanctioned in 1907.

Two government amendments of the railway act were passed the first giving the Board of Railway Commissioners power to fix the price of electricity in cases of dispute between the lessee of a water power and an applicant for electricity. Some changes in the sections relating to statistics and returns are also made. A second act gives the Board jurisdiction in cases of breach of agreement. A recent case rendered it advisable to give statutory authority to a company to re-issue securities which have been deposited or pledged by a company as security for a loan, it having been held that the power to issue such securities was extinguished by the original issue.

Protection of Level Highway Crossings.

More detailed and complete authority is given to the Board with regard to highway crossings. The diversion of the railway or of the highway, or both, is taken up from different points of view. The Board may apportion the costs thereof between the company and the municipality. A further important section added to the Act reads as follows:—"In any case where a railway is constructed after the passing of this Act the company shall at its own cost and expense (unless and except as otherwise provided by agreement, approved of by the Board, between the company and a municipality) provide all protection, safety and convenience for the public in respect of any crossing of an existing highway by the railway." A very important additional section appropriates \$200,000 a year for five years to aid in providing by actual construction work, protection, safety and convenience in respect of highway crossings at rail level. Referring to this legislation the speech from the Throne at prorogation in reviewing the work of the session stated as follows:—"In the first rank is to be noted the amendment to the Railway Act, under which by the joint action of the national government, provincial and municipal authorities, together with the railway companies, level railway crossings are to be gradually removed, and a constant menace to life and property thereby effectually done away with".

In the thickly populated parts of cities, towns, or villages, trains must not exceed a speed of ten miles an hour over a level crossing unless the crossing is properly protected. Any crossing at rail level where an accident has happened since Jan. 1, 1900, must not be crossed by a train at a greater speed than ten miles an hour unless the crossing is protected to the satisfaction of the Board.

Railway Companies.

No fewer than 64 of the 117 private acts of the session had to do with railway or other transportation companies whose construction operations are either begun

or projected. As shewing the nature and extent of these operations the following list, alphabetically arranged, of the companies affected by the Acts with a brief indication of the significance of the new legislation in each case will be of interest:

Abitibi and Hudson Bay Ry.—Extending time for construction.

Algoma Central and Hudson Bay Ry.—Extending time for construction.

Alberta Central Ry.—Extending time for construction, and authorizing construction of additional lines.

Alesek and Yukon Ry.—Extending time for construction.

Arnprior and Pontiac Ry.—Act of Incorporation.

Athabasca and Northern Ry.—Extending time for construction.

Brandon Transfer Ry.—Extending time for construction.

British Columbia Southern Ry.—Extending time for construction.

British Columbia and Manitoba Ry.—Authorizing Crawford Bay and St. Mary's Ry. to change name, and extending time for construction.

Brookville, Westport and North Western Ry.—Extending time for construction.

Burrard Westminster Boundary Ry. and Navigation Co.—Extending time for construction and authorizing amalgamation with Vancouver, Westminster and Yukon Ry.

Cabans Ry. Co.—Act of Incorporation.

Canadian Pacific Ry.—Extending time for construction of certain branch lines, and authorizing construction of others.

Canadian Pacific Ry.—Grand Trunk Pacific Ry.—Respecting joint section of C.P.R. and G.T.P. Ry. at Fort William, Ont.

Canadian River Ry.—Act of Incorporation.

Canadian Liverpool and Western Ry.—Act of incorporation.

Canadian Northern Ontario Ry.—Extensions authorized.

Canadian Northern Quebec Ry.—Extending time for construction.

Cobalt Range Ry.—Extending time of construction.

Collingwood Southern Ry.—Extending time for construction.

Edmonton and Slave Lake Ry.—Extending time for construction.

Grand Trunk Pacific Ry.—Midland Ry. of Manitoba—Respecting union station and other joint facilities at Portage la Prairie, Man.

Grand Trunk Pacific Ry.—Lake Superior Branch.—Respecting subsidy.

Grand Trunk Pacific Branch lines.—Extensions authorized.

Grand Trunk Ry.—Respecting debenture and other stock.

Guelph and Goderich Ry.—Extending time for construction.

Hudson's Bay and Pacific Ry.—Extending time for construction.

Huron and Ontario Ry.—Extending time for construction.

International Ry. of Remouski.—Act of Incorporation.

Kettle River Valley Ry.—Extensions authorized.

Joliette and Lake Manuan Colonization Ry.—Extending time of construction.

Kootenay and Alberta Ry.—Act of Incorporation.

Kootenay and Arrowhead Ry.—Extending time of construction.

Kootenay Central Ry.—Extending time for construction.

London and Northwestern Ry.—Act of Incorporation.

Manitoba and Northwestern Ry.—Extending time for construction.
 Manitoba Radial Ry.—Extending time for construction.

Montreal Bridge and Terminal Co.—Change of name and amendments.

Montreal Terminal Ry.—Extending time for construction.

Montreal Harbour Commissioners.—Respecting advances, etc.

Niagara-Welland Power Co.—Extending time for construction.

Ocean Steamships Subsidies Act.—Amendments.

Ontario, Hudson's Bay and Western Ry.—Extending time for construction.

Ottawa Northern and Western Ry.—Extending time for construction.

Prince Albert and Hudson Ry.—Act of Incorporation.

Quebec and New Brunswick Ry.—Extending time for construction.

Quebec Oriental Ry.—Extending time for construction.

Quinze and Blanche River Ry.—Extending time for construction.

St. Mary's and Western Ont. Ry.—Extending time for construction.

St. Maurice and Eastern Ry.—Act of Incorporation.

Superior and Western Ontario Ry.—Act of Incorporation.

Salisbury and Albert Ry.—Act of incorporation to take over Salisbury and Harvey Ry.

Southern Central Pacific Ry.—Extending time for construction.

Thessalon and Northern Ry.—Amendments.

Tillsonburg, Lake Erie and Pacific Ry.—Extending time for construction.

Toronto, Niagara and Western Ry.—Extending time for construction.

Vancouver, Fraser Valley and Southern Ry.—Extending time for construction.

Vancouver, Westminster and Yukon Ry.—Extending time for construction.

Victoria and Barclay Sound Ry.—Incorporation.

Walkerton and Lucknow Ry.—Extending time for construction.

Windsor, Essex and Lake Shore Rapid Ry.—Extending time for construction.

Winnipeg and Northwestern Ry.—Extending time for construction, and authorizing construction of additional branch lines.

A loan of \$10,000,000 to the Grand Trunk Pacific Railway Company was authorized by special Act. An issue of bonds is to be made by the Company as collateral, and the issue secured by a first mortgage on the prairie section guaranteed by the Grand Trunk Company.

The Commissioners of the Transcontinental Railway are authorized to enter into an agreement with the cities of Winnipeg and St. Boniface to construct a bridge over the Red River between these cities of sufficient width and dimensions to permit the passage of street cars, carriages, and foot passengers.

Government railways are in the future to be equally liable with other railways for cattle killed or injured on the line. Such is the virtual effect of an amendment to the Government Railways' Act.

Notes.

The section of the Dominion Lands Act bearing on the cancellation of homestead entries was slightly amended, with reference to compensation for improvements, timber, etc.

The government was authorized to raise a loan of \$50,000,000 for the purpose of paying maturing loans and obligations of the Dominion and for the carrying on of public works authorized by parliament.

By an amendment of the Intercolonial and Prince Edward Island Railway Employees Provident Fund, "the government railways managing board" means the persons appointed to manage the railway, and the "general manager" means the member of the board who is nominated by the board to act for it for purposes of the act.

A department to be known as the "Department of External Affairs," and to be presided over by the Secretary of State, was created. The Department is to have the conducting of official communications between the government of Canada and the government of any other country in connection with the external affairs of Canada.

A "Secret Commission's Act" makes it an offence punishable by a fine not to exceed \$2,500 or imprisonment for two years, or both, for a person serving under the crown or any municipal or other corporation to accept any gift or consideration as a reward for doing or forbearing to do any act relating to his principal's business. Similar penalty is attached to the person offering a reward to such employee for making a false statement to such employee with the intention of misleading the employer.

Referring to current financial conditions, the speech from the Throne at prorogation stated:

"The financial conditions throughout the world seem to be more hopeful than they were four months ago when I opened this session, and whilst in Canada we have undoubtedly suffered less than other countries, during this period of universal depression, it will still be the part of prudence to exercise care and economy in all branches of the Service."

Among the bills introduced during the session which did not become law was one to provide for an eight-hour day on all public works carried on by the government. The measure was debated at some length in the House of Commons on May 7, the Honourable the Minister of Labour expressing disapproval of the bill in the form in which it was introduced but advocating full consideration of the principle involved.

Employees in the Inside Service of the Dominion were granted an increase in salary of \$150 per year dating from September 1, 1908. In the case of em-

ployees receiving an increase of salary in connection with the reclassification under the act of 1908, which went into force on the date above mentioned, such increase was offset against the sum which might otherwise have been received under this act. No increase was granted which would carry the salary of an employee beyond the maximum of the sub-division of the service in which he is classified.

No changes were made in the tariff except some minor alterations in the sugar duties.

THE CANADIAN TOBACCO INDUSTRY

FOR some years past experiments have been carried on under the supervision of Department of Agriculture, Canada, with a view to deciding the question whether the Canadian climate and other conditions would permit the raising of good commercial tobacco. The results have more than justified the attempts made, and it is now regarded as certain that alarge export trade can be developed, provided the leaves are properly cured. The Department is preparing to take further action in the matter and has secured a vote of money to enable it to erect instruction stations in order to meet the wishes of manufacturers in connection with the drying of the material. The Minister of Agriculture in explaining the proposed action of the Department in the House of Commons during May spoke as follows:

"The work we have been doing has been to give instruction to the tobacco growers and to carry on experiments, especially in the curing of the tobacco.

I think there is no doubt that Canada can produce a very large quantity of tobacco. The soil is suitable, and the climate seems to be suitable. But the curing and handling by the farmers has been deficient. We are trying to help them in this matter. In the coming season I propose to establish three experimental stations, one in Essex county, Ontario, one in Montcalm, and one in Rouville, Quebec, these latter two small ones, not costing as much as the single one in Essex, to carry on experiments in the way of growing tobacco and some new kinds, and especially in the curing of the tobacco in accordance with the experiments we have been conducting, and also with the experiments in handling that have been carried on in the United States."

It was further explained that during the current year, the tobacco industry in British Columbia would receive attention, and that experimental and instruction stations might be erected in that Province.

THE PENNY BANK OF TORONTO—THIRD ANNUAL REPORT.

THE report of the directors of the Penny Bank of Toronto for the year ending June 30th, 1908, showed total deposits amounting to \$100,862.99, with surplus funds amounting to \$7,417.93.

The bank continued during its past fiscal year its policy of extending its operations to the schools of the province outside of Toronto. A branch was opened in the public schools at Guelph in March, 1908,

Penny Bank of Toronto

and before the close of the school term over 1,000 accounts, representing \$947.18, had been opened. Different members of the Board addressed meetings of trustees and school teachers at Cobourg, Bowmanville, Whitby and Ottawa with a view to the introduction of the system of school savings. Owing to the financial depression over \$20,000 were withdrawn during the year. Notwithstanding this unfavourable feature, however, the total deposits showed a slight increase as compared with the previous year. Since the bank opened on April 1, 1905, there have been 596,564 deposits made and 22,594 new accounts opened in the schools alone.

The financial statement of the bank as on April 30, 1909, showed deposits amounting to \$112,202.15 and total assets of \$119,592.93. During the year 1908-09 new branches were opened in 6 of the public schools in Toronto, in 5

schools in West Toronto, in 5 schools in Ottawa, in 2 schools in Brampton, and in 2 schools in Bowmanville. An evening branch was established at Earls Court. At West Toronto the bank took over the work carried on in the past by the Bank of British North America with deposits on hand of \$3,300.

A summary of the amounts received and paid since the bank began operations is as follows:—

	Amount received.	Amount paid out.
Public schools.....	\$203,539.55	\$145,382.97
Branches.....	37,156.44	37,530.84
Head office.....	42,615.24	36,674.88
Taken over from Victor 5c. Association and St. Andrews' Association.....	45,449.34	
	\$328,745.57	\$219,588.69

* For a statement re the information of the bank see the October, 1905, *Labour Gazette*, page 641.

THE BRITISH WELCOME LEAGUE OF TORONTO, ONT. SECOND ANNUAL REPORT.*

ACCORDING to the second annual report of the British Welcome League, the past year has been a time of consolidation. The number of immigrants passing through the League during the year was 1,170; the majority being labourers. Owing to the depressed condition of trade, few of these found permanent employment. Outside of its original intentions and objects, the League has felt it incumbent to alleviate suffering among the poor by distributing food and clothing and by small grants in money. The efforts of the League during the past year have been to discourage immigration; except in the case of farm hands; female domestic help or others having certain employment to go to on arrival. On several occasions during

the winter a good supper to 1,500 unemployed was given. The Sunday evening services were attended by between 500 and 600 people. Up to the present, 1,775 have signed the temperance pledge. The following is a synopsis of the work of the league thus far:—

Number of immigrants dealt with—men, women and children.....	8,500
Number placed in situations.....	6,000
Beds provided (free).....	12,500
Meals provided.....	27,000
Men and women signing the Temperance Pledge at the Sunday evening meetings.....	1,775
Amount required per month for general expenses	\$ 350
Social evenings held every Wednesday evening, Bible Class Sunday afternoon, Gospel Temperance every Sunday evening—at these various meetings the aggregate number attending was	1,300

* For statements re the formation and first annual report of the League see the *Labour Gazette*, vol. 8, pages 699 and 1263.

THE PROVINCIAL WORKMEN'S ASSOCIATION OF NOVA SCOTIA.

The following is a list of the lodges at present constituting the Provincial Workmen's Association of Nova Scotia, with

the name and address of the Secretary in each instance:

Name of Lodge.	Secretary.	Secretary's Address.
Ladysmith.....	Joseph Cubby, P.O. Box 508.....	Westville, N.S.
Buller.....	Isaac Fisher.....	Stellarton, Pic. Co., N.S.
Hastings.....	Wm. King.....	Port Hastings, C.B.
Mabou.....	Dan McDonald.....	Mabou Mines, Inv. Co., C.B.
Star.....	W. S. Walker.....	Inverness, Inv. Co., C.B.
Seaside.....	Hugh M. Gillis.....	Port Hood Mines, Inv. Co., C.B.
Imperial.....	Dan McIsaac.....	Inverness, Inv. Co., C.B.
Drummond.....	Arthur Davies.....	Sydney Mines, C.B.
Roberts.....	Wm. J. Ronayne.....	Sydney Mines, C.B.
Pretoria.....	Thomas Dorsay.....	Sydney Mines, C.B.
Liberty.....	Luke Gallivan.....	Whitney Pier, C.B.
Unity.....	Malcolm McNeil.....	Reserve Mines, C.B.
Golden Rule.....	M. J. McNeil.....	Dominion, C.B.
Kimberly.....	Arthur Petrie.....	Dominion C.B.
Progress.....	John Graham.....	Dominion No. 4, C.B.
Equity.....	Fergus Byrne.....	Glace Bay, C.B.
Ironsides.....	John Davies.....	Glace Bay, C.B.
Aberdeen.....	James A. Campbell.....	Glace Bay, C.B.
Wilson.....	John P. Boutelier.....	Dominion No. 6, C.B.
Island.....	Wm. Lockman.....	Bridgeport, C.B.
Keystone.....	James McDonald.....	New Aberdeen, C.B.
Victoria.....	Allan Hamilton.....	Waterford, C.B.
Sampson.....	Angus Matheson.....	Louisburg, C.B.
Cullen.....	J. H. McDonald.....	Allan Shafts, Pic. Co., N.S.
Power.....	John Murphy.....	Glace Bay, C.B.

TORONTO FREE EMPLOYMENT BUREAU.

THIS Bureau was organized in December, 1908, by the Associated Charities as an agency for receiving work for the unemployed during the winter and co-operating with the civic officials in the giving of relief work. On December 15th, the city granted an appropriation of \$250 to cover expenses for one month. At the end of that period the working of the system had proved so satisfactory that an additional sum of \$1,200 was given to provide for its continuance. The total cost up to the present time has been about \$2,000. The Bureau has kept a register of those desirous of obtaining employment and widely advertised the fact that those in need of labour could obtain help on application. As a result of its operations about 625 men obtained permanent situations, the majority of them being on farms. The number securing temporary employment through its agency was about 4,800 up to the end of May. This includes those who obtained city relief work under the direction of the Park's

Commissioner and City Engineer, the Bureau being entrusted with the work of making investigations and selecting from the applicants those best entitled to relief. It was the object of the Bureau to discriminate in favour of residents of Toronto, giving married men the preference. During the months of January and February, when the distress among the unemployed was most keenly felt, 3,115 investigations were made by the staff of the Bureau in carrying out this system. The total number who registered with the Bureau up to March 1st was about 5,500. The Bureau, which will remain in operation until the middle of June or possibly later, is under the management of E. F. Trimble. So far it has been open to men only, a similar agency, viz.; the Women's Work Bureau having been organized for women. It is in contemplation to have the work of the latter taken over by the Associated Charities and done in connection with the Free Employment Bureau.

THE MASSACHUSETTS BUREAU OF LABOUR—CHANGE IN OFFICIAL TITLE

THE Massachusetts Bureau of Labour is the oldest State Department on this continent devoted to the collection and publication of statistics relating to labour. It was largely through the example afforded by the work of the Massachusetts bureau that the United States Department at Washington was founded. At the present time 32 states of the American union have departments of Labour. The growth of the Massachusetts bureau has been continuous from the date of its foundation and a recent enactment of the state legislature which reflects this process is accordingly of general interest.

On May 10, 1909, an act was assented to by His Excellency the Governor of Massachusetts which repealed the act of the Revised Statutes of Massachusetts providing for and relating to a Bureau of Statistics of Labour and by the same act

established a Bureau of Statistics to be in charge of a director.

The duties and functions of the former Bureau of Statistics of Labour continue without material change under the new law, the change in name being a formal recognition of the expanding statistical functions of the department, which made the former name not sufficiently descriptive.

The bureau will continue as heretofore to issue four separate annual reports; namely, a report on Statistics of Labour, a Report on Statistics of Manufactures, a Report on Comparative Financial Statistics of the Cities and Towns of Massachusetts, and a Report on Free Employment Offices. It will also take the Census and publish the results thereof, and issue bulletins from time to time in relation to economic matters.

THE DOMINION STEELWORKERS' MUTUAL BENEFIT SOCIETY—THIRD ANNUAL REPORT.

THE third annual report of the Dominion Steelworkers' Mutual Benefit Society, for the year ending April 30, 1909, was issued during May.

As was the case last year, the membership covers nearly every eligible employee of the Dominion Iron and Steel Company.

Claims for sick benefits to the number of six hundred and thirty-three were presented for consideration. Of these, two hundred and twenty-five involved no expenditure—one hundred and ninety-five being sick less than one week, and the remaining thirty not having completed four week's membership. Two hundred and seventy-three claims were paid, including three special grants; and one hundred and twenty-one claims after investigation were not approved.

Eleven deaths from natural causes occurred during the year and the usual mortuary benefits were paid.

At the close of the year fourteen claims were pending.

The amount expended for sick benefits and for mortuary benefits in cases of death from natural causes was \$5,841.34.

The direct outlay on account of accident amounted to \$12,584.41.

Payments for board and attendance in accident cases treated at hospital amounted to \$2,789.40.

The total number of claims paid was 1080. The amount paid directly to members or their representatives and for surgical treatment was \$26,764.50, an average of \$24.78 per claim paid.

In one case of fraudulent application for a benefit the offender was expelled from the society, and on the matter being reported to the management he was discharged from the company's service.

RESUSCITATION FROM APPARENT DEATH FROM ELECTRIC SHOCK.

ON May 3, 1909 a circular was issued by the Board of Railway Commissioners for Canada, for the purposes of bringing to the attention of electric railways in Canada the necessity for instructing their employees in the latest methods of resuscitation from the effects of electric shock. The circular was sent out by the secretary of the Board and contained the information that a supplement of the *Electrical World and Engineer* dated September 6, 1902, published full instructions in the matter. The several companies were asked to inform the Board what steps had been taken in the past to notify their men with regard to methods of resuscitation.

Report of Electrical Engineer.

Enclosed with the circular was a report of the Board's Electrical Engineer dated April 29, 1909, which read as follows:—

April 29th, 1909.

G. A. MOUNTAIN, Esq.,
Chief Engineer, Railway
Commission.

DEAR SIR:—

*Re Resuscitation from Apparent Death
from Electric Shock.*

Yesterday while inspecting a wire crossing at the Elgin Street subway at Brantford, Ontario, I learned from the Grand Trunk Railway Company's Section Foreman some particulars regarding the death by electric shock of one of their sectionmen on April 8th last.

The foreman assured me that a small burn on one finger of the deceased was the only visible sign of injury on the latter's body. In reply to my enquiry as to whether any one had attempted to revive the deceased by means of artificial respiration, the foreman replied "Oh, no, the doctor said he was dead, and his body was carried away." I proceeded to explain to the foreman that many persons shocked into insensibility and apparently dead had been revived by the same

method that is employed to revive persons apparently dead from drowning, and, so many cases of complete revival were well known that it was always worth trying, and trying constantly for several hours, to revive anyone who had been shocked into insensibility no matter how many pronounced the victim dead. To my astonishment the foreman replied; "I guess you are right because one of our gang used to be a lineman and he had some fingers burnt right off, he says he was stone dead for two hours—but they brought him back". With this knowledge so close at hand it seems very strange that no attempt was made to revive the man above referred to.

One of the first things I did when I became connected with the Department of Railways and Canals three years ago was to have copies of an illustrated sheet, entitled: "Resuscitation from apparent death from electric shock", distributed amongst the various places belonging to the Department where electrical energy was generated, received or used.

I am attaching hereto a copy of this sheet. In view of the circumstances outlined above, it is, in my opinion, very desirable to have the railway companies directed to supply the information contained in this sheet to all their employees without delay.*

An unfortunate circumstance in connection with this question is that some medical men—apparently not familiar with the fact that many persons have been revived who would otherwise have died—actually interfere and deter willing persons in their well meant attempts by announcing that the victim is dead.

On the other hand, generally speaking, the medical profession now recognises the value of the means described and illustrated in the attached sheet.

Yours truly,

(Signed) JOHN MURPHY,
Electrical Engineer.

* A copy of the matter referred to will be published in the July issue of the *Labour Gazette*.

REPORT ON BOY LABOUR IN THE UNITED KINGDOM.

APPENDIX Volume XX. of the Report of the Royal Commission on the Poor Laws and the Relief of Distress in the United Kingdom is a report by Mr. Cyril Jackson on Boy Labour together with a memorandum from the General Post Office on the conditions of employment of telegraph messengers. In this report Mr. Jackson calls attention to the enormous proportion (between 70 and 80 per cent.) of boys entering unskilled occupations on leaving school. It is admitted, of course, that it is impossible for all boys to enter the so-called skilled trades. But the point, as Mr. Jackson sees it, is whether the occupations in which boys engage are beneficial to themselves and fit them for being ultimately useful to their utmost capacity, and whether these occupations are necessary or only exist because there is a supply of cheap boy labour which saves the employers the trouble of providing in other ways for the services rendered by boys.

The statistics compiled for the purpose of this inquiry related to boys leaving the elementary schools in some of the large towns. In a return for 1899, to which attention is particularly called, it is stated that 40 per cent. of boys leaving London schools became errand boys, van boys, etc., 14 per cent. became shop boys, and 8 per cent. office boys and junior clerks. Some 18 per cent. entered the building, metal, woodwork, clothing and printing trades. One schoolmaster in a very poor South London school says fully 50 per cent. of his boys go into occupations which lead to unemployment. "At present", Mr. Jackson observes, "no one can blame the parents with low wages if they do not make the sacrifices demanded for the future of their boys." It is unfortunately true, however, that it is not only the very poor parents who allow their boys to go into occupations, which are irregular and unprogressive. Many parents are merely thoughtless. As Mr. Spencer Gibb describes it, they err through "amiable ignorance". Many let their boys go into offices or as telegraph messengers, because they seem respect-

able jobs, but they have never considered and perhaps have no means of knowing whether there are any future prospects. If the father is not himself in a position to get a boy into a good trade, he does not know in many cases how to manage it."

One of the most interesting sets of forms received by Mr. Jackson was furnished by the War Office giving details as to some 1,000 recruits. The vast majority of these are lads about 18 and in a very large number of cases, the reason for enlistment was a period of unemployment and difficulty in finding work. It is noticeable how many van boys and stable hands appear. It appears also as if the British Post Office is one of the least promising occupations in which a boy could enter. The better boys go into it and it is very depressing to see from the returns how few of the very large number discharged at sixteen or seventeen get into as good employment as their good social standing and general standard of education should have warranted.

In this report, Mr. Jackson has not attempted any lengthy discussion on the changed conditions of the modern industry to which many persons attribute the present problem of both juvenile and adult unemployment, but presents briefly the opinions of some of those who have studied and written on the question of boys' employment. In extracts from the writings of Mr. and Mrs. Sidney Webb, Charles Booth, C. E. B. Russell, J. G. Cloete, B. S. Rowntree, and in the statements of various school masters, trade unionists, men working in boys' clubs and distress committees there are many striking references to the present position of juvenile workers in the United Kingdom. Mr. Jackson's own investigations incline him to the opinion that boy labour can seldom be said to be really efficient. When boys leave school, he says, they

Appendix Volume XX of Royal Commission on the Poor Laws and Relief of Distress: Report by Mr. Cyril Jackson on Boy Labour together with a Memorandum from the General Post Office on the conditions of Employment of Telegraph Messengers.

London: Wyman & Sons, page 230. Price 3s., 9d.

they are too young and unformed in character to give steady application to work and some employers find that they lose more by the carelessness of the boys than they gain by the cheapness of labour.

In his conclusions, Mr. Jackson reports that evidence as to the difficulty which boys find in getting into permanent work was overwhelming. "It has never been so easy for a boy of thirteen or fourteen to find some kind of virtually unskilled work involving long hours and deteriorating routine. The work lasts for a few years and then leaves the lad, at the very time when he begins to want a man's subsistence, out of line for skilled employment." The work of an errand boy or a telegraph messenger, Mr. Jackson describes as bad for the boy himself, and the same is in his judgment true of the work of boys in warehouses or factories employed to fasten labels to bottles, to fill packets of tea or the like. It is not so much a question of a skilled trade not being taught as of work of a deteriorating nature which absorbs the years of a boy's life when he most needs educational expansion in the widest sense. Mere skill of hand or eye is not everything, for it is character and sense of responsibility which require to be fostered, and not only morals, but grit, stamina, mental energy, steadiness, toughness of fibre, endurance, must be trained and developed. Work which is monotonous kills development, and work which is intermittent destroys perseverance and power of concentration, and the waste of boys' brains, character and strength is ultimately not only destructive of the individual but a serious economic loss to the community. A low wage encourages bad work, and bad work means no economic value. Mr. Jackson advises that in the large industries there should be a readjustment of conditions, but that probably the initiative must come from an extension of State regulation of boy labour. This could be most easily effected by further raising the age of school attendance, or by a system of compulsory continuation schools.

Mr. Kittermaster of the Shrewsbury Mission Club in Liverpool strongly advocated in this inquiry that boys should be kept at school until the age of 15 instead of 14, that exemption below this age should only be granted for boys leaving to learn a skilled trade, and that there should be skilled supervision until 16, and replacement in school, if not properly employed. Professor Sadler and Rev. Spencer Gibb suggested compulsory half time schools, or at any rate some compulsory school until 16 or 17, and Mr. Gibb advises also further amendments of the Shop Hours' Acts so as to avoid the possibility of excessive hours of labour on certain days of the week. The present investigation seems to show that these requirements are necessary, that the raising of the age of exemption would strengthen the boy, that he would thereby be kept longer under discipline, and would become steadier in character and more intelligent at the same time. The report adds "it must not, however, be supposed that the present education given in the schools is all that can be desired. There is a widespread feeling that it is too academic and must be made more practical. In any case it must aim at development in character and intelligence rather than merely at imparting book knowledge. If it is urged that further time for schooling is commercially impossible it must be remembered that our great trade rivals, the Germans and the United States, have compulsory continuation schools or a higher exemption age. In Germany it is the custom for parents to put their boys to a skilled trade, and apprenticeship is as flourishing there as ever it was." In the United States a number of the States have compulsory attendance at day schools until fifteen, and in some cases until sixteen, if there is no useful employment.

"Every raising of the school age or Factory Act limiting child labour has been in turn objected to, as fatal to industry, but the community has very quickly adapted itself to the new conditions. It is probable that labour exchanges for boys leaving school would

be of very great value in securing that all the more intelligent and able boys have a chance of securing good openings. It is the ignorance of the boy which so often leads him into employment which is not suited to him. Under existing conditions he is bribed by large wages to spend his time on uneducative work, which gives him no opportunity afterwards, and he is unfit to spend wisely the large wages which he receives. The present system demoralizes the boy. The temptation to leave one job to get higher wages in another is almost irresistible, and the resulting instability is detrimental to himself and not economical to his employer, who is perpetually trying to train new boys. It is want of intelligence and stability of character, and want of in-

formation as to prospects, which leads boys through a variety of jobs into casual labour and unemployment. Better education should help to remedy all these difficulties, and properly organized skilled employment committees and labour exchanges would give him the "backing" which he thinks is necessary also. In conclusion Mr. Jackson was of opinion that "some re-organization of industrial conditions must take place, and this may be achieved by the help of factory legislation, trade union organization, or wages boards, but must mainly spring from increased foresight and a wider review of the economic situation by employers, not excluding "great Government Departments."

REPORT ON BRITISH TRADE UNIONS—1905-07.*

THE sixteenth report on Trade Unions in the United Kingdom, prepared in the Labour Department of the Board of Trade, deals with the years 1905-06 and 1907. The report last issued dealt with 1902-04 and the present report covers the three subsequent years thus bringing the Statistics of Trade Unions and Trades Councils up to the end of 1907, the latest year for which returns are available.

In an introduction of the Report Mr. G. R. Askwith says, "at the end of 1907 the total membership of trade unions was 2,406,746 or half a million more than at the end of 1904—a greater rate of increase than in any previous period of three years since the statistics were first compiled. Among the members of trade unions there are now over 201,000 women and girls, most of whom are employed in the textile trades.

The accounts of 100 principal trade unions, comprising 1,460,000 members, show that their total income in 1907 was £2,493,000 or £378,000 more than in 1904, while their expenditure was £2,054,000, the same as in 1904. The expenditure on unemployed benefit, which had risen every year from £185,000

1906, rising again in 1907 to £466,000. The total cost of this benefit during the ten years 1898-1907 was over £4,000,000, Dispute benefit cost £500,000 during the three years 1905-07, this amount being practically the same as was expended in each of the two previous triennial periods. The total cost of sick and accident, superannuation, funeral and other benefits (except unemployed and dispute) showed an annual increase from £849,000 in 1904 to £975,000 in 1907. Of the total expenditure of the 100 trade unions in 1905-07, 8.2 per cent., was spent on dispute benefit, 69.3 per cent., on unemployed and other friendly benefits, and 22.5 per cent. on working and miscellaneous expenses. The total funds of these unions at the end of 1907 were £5,638,000, as compared with £4,666,000 at the end of 1904, the amount of funds per member being about £3, 17s., 6d. in each of these two years compared with £2, 8s., 8d. in 1898.

An analysis of the figures of membership shows that between 1904 and 1907 the coal mining unions increased by 200,000 members, or 41 per cent., and

* Sixteenth report of the Board of Trade (Labour Department) on Trade Unions in the United Kingdom; Report on Trade Unions in 1905-07, with comparative statistics for 1898-1907. London: Wyman & Sons, 1909, page 146. Prices 11½d.

1899 to £655,000 in 1904, fell to 23,000 in 1905, and to £424,000 in

the textile unions by over 100,000, or about 44 per cent. Unions in the building trades declined in membership by about 14 per cent., having at the end of 1907, 30,000 members less than in 1904. In the transport trades the increase in membership was nearly 80,000, or 50 per cent., of which the Amalgamated Railway Servants accounted for 44,000. In the metal, engineering, and ship-building trades the increase was over 40,000, or 13 per cent. In the clothing trades 10,000, or 17 per cent.; and in the printing trades nearly 6,000, or 9 per cent. During the three years 1905-07 over £6,000,000 has been spent by the 100 principal unions. Of this amount nearly £500,000, or 8.2 per cent., of the total, has been spent on dispute pay, £1,400,000, or 23.2 per cent., on unemployed benefit, and £2,800,000, or 46.1 per cent., on other benefits (principally sick and accident, superannua-

tion, and funeral benefits), the remaining £1,370,000, or 22.5 per cent., having been absorbed by working and miscellaneous expenses. The proportion of the total expenditure incurred on account of disputes was lower in each of the three years 1905-07 than the average for the whole period of 1898-1907. The decrease of this expenditure was specially large in the case of the building trades in 1906 and 1907, consequent upon the increased use of methods of conciliation and arbitration in settling disputed questions. The proportion spent on unemployed benefit, which was high in 1905, was rather below the average in 1906-07. The expenditure on sick, superannuation, funeral, and other benefits, which had risen every year from £608,000 in 1898 to £849,000 in 1904, continued to increase during the three following years.

BRITISH BOARD OF TRADE INQUIRY INTO THE COST OF LIVING IN FRENCH TOWNS.

A report recently published by the British Board of Trade contains the results of an investigation into the conditions of the working classes in certain of the chief industrial towns of France, with special reference to the customary types and rents of working-class dwellings, the prices usually paid by the working classes for food and fuel, their standard of living (as shown by a large number of family budgets), and wages and hours of labour. The information contained is compared with similar returns for the United Kingdom and for Germany. The main subjects of the investigation are described in a prefatory note as the principal types of housing for the industrial population, the customary standards of accommodation and the rents commonly paid by working-class tenants; the kinds of food usually consumed by working-class families and the prices most generally paid; and to arrive at some estimate of the standard of living prevalent among the French industrial classes, over 5,600 budgets showing the expenditure on food by

working-class families in a normal week, and representative of numerous occupations and of all grades of working-class incomes, were obtained from the various towns and are analysed in the present volume. The first part of the general report contains data relating to the three principal subjects of the enquiry—housing and rents, food prices, wages and hours of labour and in these particulars the various French towns are compared with one another. The second part of this report is devoted to a comparison of the results of the present enquiry with those previously obtained for the United Kingdom and Germany.

In England and Wales the dominant type of working-class housing is a self-contained two-storied dwelling containing four or five rooms and a scullery. In Germany the prevalent type is a flat of two or three rooms in a large tenement house. In France both types exist, although the German type is, on the whole, predominant. The tenement houses in France are not, as a rule, so large as in the neighbouring Continental

State. On the whole efforts hitherto made in France for the improvement of the working-class housing by the action of public authorities, societies or employers have been few in number and small in extent as compared with similar action in the United Kingdom and Germany. Though many improvements have been effected of recent years, sanitary arrangements of the working-class dwelling in France appear to be frequently defective from the modern standpoint; the water-carriage system is not in general use. Both as regards water supply and sanitation of his dwelling the English artisan would seem on the whole to be distinctly better off than the French artisan, an impression which is generally confirmed by the relatively high death rates ruling in French towns. As regards rents it appears that the French workman pays somewhat less than the English workman for a corresponding amount of housing accommodation, and much less than the German workman; but against this must be set the fact that his housing accommodation is as a rule decidedly inferior in quality. The difference between the rent-levels of the Capital and of the rest of the country is quite as marked in France as in England or Germany.

Considered as a whole the dietary of the French working-class family would seem to be more varied than that of the British family possessing the same income and when an allowance is made for the smaller number of children in France it would seem to be also relatively greater in quantity. The French household, like the English, appears in general to consume white bread of good quality; rye bread, such as is largely consumed in Germany, is very little eaten in France and that only as a fancy bread. Flour is so little purchased by the working classes even for the making of pastry as to be practically negligible in the budgets. Home baking appears to be unknown in the French towns. The price of bread is still fixed by the town authorities in a few of the towns although throughout the greater part of France this law has fallen into abeyance. Vegetables play a much more important part

in the dietary of the French than of the English working classes; when allowance is made for the smaller size of families the consumption of milk is only slightly higher, whilst that of sugar is, on the other hand, decidedly less. Horseflesh appears to be more largely consumed (chiefly for reasons of taste) in France than in Germany whilst poultry is much more conspicuous in the food bill of the French than of the English family.

It seems to be beyond doubt, however, that the consumption of horseflesh is not due, to any appreciable extent, to poverty, but largely to taste and belief in its medicinal qualities. From various parts of France it is reported that horseflesh is recommended to persons suffering from tuberculosis and anæmia.

On the question of wages and hours of labour it is remarked that the policy of wages agreements, *i.e.*, agreements made between employers and employed and establishing for a particular industry throughout a prescribed area standard rates of wages, has hitherto made little progress in the French towns. The hours of labour for the French artisan are from 13 to 23 per cent higher than the hours of labour usual in the United Kingdom amongst corresponding classes of workpeople. In the printing trade the average hours of the French compositor are $59\frac{1}{2}$ against $52\frac{1}{2}$ for the English compositor. In the engineering trades, the average hours in France are rather over 60, in the United Kingdom 53; in the building trades 63 to $64\frac{3}{4}$ (for a full week's work in summer) against $52\frac{1}{2}$ to $53\frac{1}{2}$. On the average of the above trades the hours of labour in France exceed those usual in England by about 17 per cent. The hours of labour in France are also longer than those in force in Germany. In a summary of comparisons in this report with respect to rents, prices, and wages it is stated that an English workman living in France, and maintaining as far as possible his English mode of life and his English dietary, would have found his expenditure on rent (not including local taxation), food, and fuel increased by some 14 per cent of nearly one-seventh. Or to put the matter in another way, if prices and

rents in England had been changed to their respective levels in France, the expenditure of the average British artisan would have needed to be increased by nearly one-seventh to enable him to maintain the same standard of life.

A point of great interest, as shown by the budgets, is the large contributions of the wives and children to the income of the French families, and the extent to which the wives are engaged in occupations for gain. The higher earnings of the wife in France may be partly explained by the comparative absence of very young children in the French families, the wife being thus set free to engage in various occupations for gain,

and partly by the fact that the textile towns are relatively more largely represented in the French budgets than in the German, which would also tend to increase the average earnings of the children.

In a concluding note on the subject of vital statistics it is pointed out that the death rates of the English towns are very much lower than those of either Germany or France. As regards infantile mortality, the rates in Germany rule distinctly higher than in France or in England. In the matter of the birth rates the German towns head the list. Those of the English towns come next and the French rates are lower still.

"CHILD WORKERS OF THE NATION."—PROCEEDINGS OF FIFTH ANNUAL CONFERENCE ON CHILD LABOUR, AT CHICAGO, ILL.

THE proceedings of the fifth annual conference on child labour held under the auspices of the National Child Labour Committee, Chicago, Ill., in the month of January last have been issued by the American Academy of Political and Social Science in a volume entitled "Child Workers of the Nation." With the proceedings of this conference are bound up a number of papers and reports presented before the conference, and which have already appeared in March as a supplement to the annals of the American Academy of Political and Social Science. Some of these papers are as follows:—

"Conserving Childhood" by Andrew S. Draper;

"Duty of a Rich Nation to Take Care of Her Children" by Isaac N. Seligman, Charles R. Henderson;

"The Federal Children's Bureau—A Symposium" by Lillian D. Wald; Jane Addams, Leo Arnstein, Ben. B. Lindsey, Harry B. Favill, M.D., Charles R. Henderson, Florence Kelley, Samuel McCume Lindsay;

"Some Unsettled Questions about Child Labour" by Owen R. Lovejoy;

"The Child and the Law" by A. J. McKelway;

"Child Labour in the Textile Industries

and Canneries of New England", by Everett W. Lord;

"Child Labour in the Ohio Valley States," by E. N. Clopper;

"Practical Restrictions on Child Labour in Textile Industries; Higher Educational and Physical Qualifications, by Hosell Cheney;

"Scholarships for Working Children," by Florence Kelley;

"Some effects of Improper Posture in Factory Labour," by Albert H. Frieberg, M.D.;

"Child Labour and the Juvenile Court," by James A. Britton, M.D.;

"Overworked Children on the Farm and in the School," by Woods, Hutchison, M.D.;

"Handicaps in Later Years from Child Labour," by William E. Harmon;

"Accidents to Working Children," by Edwin W. DeLeon;

"Uniform Systems of Child Labour Statistics," by John Williams;

"The Present Situation in Illinois," by Edgar T. Davies;

"The Forward Step in Louisiana," by Jean M. Gordon;

"The Difficulties of Child Legislation in a Southern State," by James R. McDowell."

In the last annual report of the general secretary of the National Child Labour

Committee, reference is made to important changes which have been made in the child labour laws of eight States—Kentucky, Louisiana, Massachusetts, Mississippi, New Jersey, New York, Ohio and Virginia. The advance in standards of protection in Southern States is marked, notably the laws enacted in Kentucky and Louisiana. In Louisiana a fourteen-age limit is established, with the prohibition of night work for boys under sixteen and girls under eighteen years. The Kentucky law removes the poverty exemption, which weakened the old law, and requires proof of age, lengthens the compulsory school year, limits the hours of labour and forbids night work of children under sixteen. The new laws in Mississippi and Virginia show a healthy appreciation of the importance of child protection.

A law was passed in Massachusetts limiting the hours of labour for women and children under eighteen to fifty-six per week. The law takes effect January 1, 1910. New Jersey enacted a compulsory education law, requiring school attendance of all children between the ages of seven and seventeen, except that children of fifteen who have completed the grammar grades and are regularly employed may be excused. This places the age limit for employment during the school period at fifteen years. In New York a law was passed transferring the enforcement of the mercantile child labour law from local boards of health in cities of the first class to the State Labour Department, and providing for the creation of a bureau of mercantile inspection. This law became effective on October 1st last.

EARNINGS AND HOURS OF LABOUR IN THE TEXTILE TRADES OF GREAT BRITAIN.*

A report has been issued by the British Board of Trade on the earnings and hours of labour of workpeople in the textile trades of the United Kingdom during the year 1906. The returns received covered about 44 per cent. of the total employees in these industries. The total number of persons employed in the principal textile industries in 1904 was 994,634 adults and young persons working full time and 31,744 persons working half time. A comparison is made with the year 1885 in which there were 942,610 adults and 91,651 half-timers employed in these industries. This shows a noticeable decrease in the number of half-timers during this period. Counting two half-timers as equivalent to one person the total effective number employed in textile factories has increased about 2 per cent. in the 20 years.

The average weekly earnings of men in the textile industries in September 1906 was 28s. 1d. and the average earnings of the women was 15s. 5d. The earnings

of the men ranged from 21s. 3d. in the hair industry to 39s. 6d. in the lace industry. Over half the employees in the former industry were earning less than 20s. The average earnings of the women ranged from 9s. 4d. in the hair industry to 18s. 8d. in the cotton trades. Over half the women in all the industries were earning less than 15s. per week. The average annual earnings of all employees during 1906 was estimated at £43 10s. per head. The average number of hours constituting a full working week in the textile industries vary from 53.2 in lace making to 57.1 in the fustian and cord cutting. The hours of labour vary considerably in the different parts of the country. In the lace industry the hours of work for instance in Scotland average 51.1 per week as compared with 52.9 in Nottingham.

* Report of an enquiry by the Board of Trade into the Earnings and Hours of Labour of workpeople of the United Kingdom. 1. Textile Trades, 1907, London: Wyman and Sons, 1909; Page 324; Price 2s., 7d.

THE TOBACCO COMBINE IN THE UNITED STATES.*

A Report of the United States Commissioner of Corporations has been issued on the tobacco combination, giving its history, its present organization and business, and the development of the Combination's control of the tobacco industry. The combination originated in 1890, when the five principal manufacturers of cigarettes in the United States united to form the American Tobacco Company. This company started with a capital of \$10,000,000 of preferred stock and \$15,000,000 of common stock and with the control of over 90 per cent. of the cigarette business of the country. In 1891, the authorized capital was increased to \$35,000,000 and the company acquired two important concerns manufacturing smoking tobacco and snuff, another one manufacturing plug chewing tobacco, and a fourth, which was the principal manufacturer of cheroots. By 1898, after some years of vigorous competition the American Tobacco Company obtained a commanding position in the manufacture of plug tobacco, through its connection with the Continental Tobacco Company, itself a combination of several other large companies. A struggle for the control of the manufacture of snuff then took place, and ended in the formation of the American Snuff Company in 1900. In the following year the American Cigar Company was formed, subsidiary to the Continental and American tobacco companies, which by its acquisitions became the largest single manufacturer of cigars in the country, having in 1903 about one-sixth of the cigar output of the United States. In 1901, the Consolidated Tobacco Company was organized for the purpose of acquiring the common stock of both the American and Continental

companies. Bonds of the Consolidated Company to the extent of \$157,378,200 were issued in exchange for the outstanding common stock of the other companies. An attempt was then made to secure a powerful position in England, and in 1901, the control of Ogden's Limited, was bought by the American Tobacco Company for this purpose. Thirteen rival British firms united in the Imperial Tobacco Company to meet this competition, and after an industrial warfare of nearly a year, an agreement was effected, by which the American Tobacco Company and its affiliated organizations withdrew from Great Britain and Ireland, and the Imperial Company agreed not to manufacture or sell tobacco in the United States or its dependencies, or in Cuba. The rival interests united in a third company, the British-American Tobacco Company to exploit the tobacco business in other parts of the world. In 1904, the Consolidated Tobacco Company and its two subsidiary companies were merged into one organization, which took the name of the American Tobacco Company, with a capital of \$40,242,400 of common stock, \$78,689,100 of preferred stock, and \$136,360,600 of bonds. About 250 formerly separate concerns are said to have passed under the control of this company, which in 1906 produced 81.8 per cent. of the chewing tobacco, 70.6 per cent. of the smoking tobacco, and 96 per cent. of snuff used in the United States, with substantially a complete monopoly of the licorice business.

* Report of the Commissioner of Corporations on the Tobacco Industry. Part 1. Position of the Tobacco Combination in the Industry. Washington: Government Printing Office, 1909. Page 489.

WELFARE PLAN FOR THE BENEFIT OF EMPLOYEES ON VESSELS OF THE LAKE CARRIERS' ASSOCIATION OF CLEVELAND, OHIO.*

PRIOR to 1902, what is termed the "open shop" principle prevailed on United States vessels plying on the Great Lakes. It was to strengthen this

* The following statement will be of special interest in view of the dispute at present in progress between the Lake Carriers' Association and its employees. It is a review of a pamphlet supplied to the Department by the Secretary of the Association, descriptive of the action of the association during the past several years.

arrangement that the Cleveland Vessel Owners' Association was formed some 28 years ago. That association was absorbed into the Lake Carriers' Association in 1891, the latter carrying out a number of improvements designed to ameliorate the condition of the men on shipboard without restricting the right of the employee of being a member of a union. In 1901 a general project to bring about closer relations between the officers, men and owners of vessels in the membership of the Lake Carriers' Association was discussed and it was resolved to establish a system through which prompt assistance should be available for all officers and employees in the case of injury incident to the employment, leaving every man free to exercise fully his desire to be a member of any other beneficial association or union. The plan thus formulated was termed the Lake Carriers' Beneficial Federation, but it was laid aside on the union's undertaking to carry out this part of the work if given contracts for supplying the men. The latter arrangement was adhered to until the close of the season of 1907. In that year, however, complaints with regard to the working out of the plan were received in increasing volume and force. In April, 1908, accordingly a lengthy discussion of the problem was held by the association during which the following propositions were laid down:—

1. That it is impossible to define in advance the precise duty and order of performance of duty by the officers and men who follow this calling.
2. That as our tonnage is principally steam, the due and proper performance of duty must be in the direction and control of the executive officers according to department.
3. And, finally, that there must be, following the experience from the very beginning of maritime enterprise, someone afloat with the ship, that is to say, the master, as the vice-principal of the owner and in a proper sense responsible for the general condition and performance of the crew.

It was, at the same time, declared that all this can be accomplished and best accomplished by just and reasonable consideration of what is best for everyone in the ship's company; that there should be clean, sanitary quarters, good ventilation and good tools to work with; that there should be good and sufficient food; that the wages of em-

ployees should be as liberal as the condition of the business will justify. It was, however, the spirit of the discussion "that the character of the service, where a single ship includes property of great value and lives which may not be measured in money, may not be left in the hands of a half dozen unions, dealing with as many departments of the ship and dictating the employment and the service, with the asserted right to withhold, if necessary, altogether such service, on some general rule, made ashore, without reference to the circumstances demanding attention and care and nautical skill and judgment. In other words the service on board the ship must be homogeneous, and statement after statement of owners and managers was of the constant complaint of their licensed officers that this had proved impossible under the system of union contracts, to which they had been subjected by the action of the owners."

Open Shop Principle Restored

This found expression in resolutions which were adopted by unanimous vote of some 91 per cent. of the tonnage in the meeting referred to on April 9, 1908, as follows:—

The experience of the ship-owners, managers and licensed officers for the past years has demonstrated the necessity of what is referred to as the "open shop" principle, in order to give that control and direction of the ships which is required for the equal good of the owner, the employee of the ships and the dependent trade and so it is resolved.

1. That the owners of ships on the Great Lakes do now declare that the "open shop" principle be adopted and adhered to on our ships.
2. That the Lake Carriers' Association stands for the foregoing principle.
3. That the matter be referred to the Executive Committee, with full power to act and carry out this principle.
4. That it should be the aim of the committee in the means they shall adopt, to recognize a fair and equitable rate of wages, to insist upon such regulations as shall promote the comfort and well-being of the employees, shall put the discipline of the ship in the hands of her executive officers and tendering liberal appropriate wages and conditions, requiring in response appropriate, diligent and prompt service from the members of the crew.
5. And at this meeting representing ninety-one per cent. of the tonnage of the Association, as a definite and specific support to the committee, it is voted to adhere to and observe this action, referring also any and all special cases to the committee.

Welfare Plan Adopted.

In view of the specific direction given above to the executive committee of the

association with reference to the payment of liberal wages and the assurance of good conditions for employees on board ship, the following "Welfare Plan" was adopted by the association, the sum of eight and one-third cents per month being levied on seamen and a somewhat higher charge on officers on the principle that the fact of paying something dignifies the position of the men in their use of the privileges accorded them. The privileges include the following:—

Assembly rooms.—Clean, bright and attractive assembly rooms, furnished with current newspapers, magazines and books are to be established in all the principal ports on the lakes for the use of the men at a rate of one dollar per year.

Certificates.—Certificates are to be issued to seamen and others in the service, but the latter must first pledge themselves to discharge their duties towards the ship on which employed regardless of membership in any union. Record discharge books are also to be kept in this connection.

Death expense relief.—In the case of accidental death the association will pay the families by way of immediate provision for expenses the sum of \$50 or \$30 according as the person affected is

an officer or a member of the crew.

Shipwreck.—In the case of shipwreck, allowance for lost effects and return to port of shipment will be made up to the sum of \$50 and \$30 in the case respectively of licensed officers and other members of the crew, without affecting any legal rights concerning any claim for a greater sum.

Total disablement or death.—The Lake Carriers' Association will pay without charge for total disablement or death occurring to an employee by drowning or other accident on board or directly in the service of any vessel included in the membership of the association, benefits according to the following scale, in every instance the benefit to be according to the grade and capacity of the employment at the actual time of the accident:

Master.....	\$500.00
Chief engineer.....	400.00
First mate.....	250.00
Second engineer.....	250.00
Second mate.....	150.00
Third engineer.....	150.00
Steward.....	150.00
Able-bodied seamen.....	100.00
Ordinary seaman.....	75.00

A series of rules are added defining disablement, etc.

IMMIGRATION AND COLONIZATION.

The official statement given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada.

Recent Immigrant Arrivals.

THE following table gives a detailed statement of immigrant arrivals during the month of April, 1909, compared with the month of April, 1908.

TOTAL IMMIGRATION TO CANADA FOR THE MONTH OF APRIL, 1909, COMPARED WITH

	1909				1908			
	Males	Females	Children	Totals	Males	Females	Children	Totals
Via Ocean Ports.....	13,635	3,811	3,223	20,669	8,057	2,021	1,550	11,628
From United States.....	5,676	1,531	1,877	9,084	7,642	2,361	2,606	12,609
Totals.....	19,311	5,342	5,100	29,753	15,699	4,382	4,156	24,237

Homestead Entries During April, 1909.

The following statement shows the number of homestead entries made in April, 1909, compared with April, 1908:

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF APRIL, 1909, AS COMPARED WITH APRIL 1908.

Agency.	1909	1908	In-crease	De-crease
Battleford.....	437	422	15	.....
Brandon.....	22	4	18	.....
Calgary.....	639	249	390	.....
Dauphin.....	103	52	51	.....
Edmonton.....	656	527	129	.....
Estevan.....	54	30	24	.....
Humboldt.....	229	195	34	.....
Kamloops.....	42	43	.....	1
Lethbridge.....	386	263	123	.....
Moose Jaw.....	1,278	563	715	.....
New Westminster.....	2	6	.....	4
Prince Albert.....	176	121	55	.....
Regina.....	73	102	.....	29
Red Deer.....	253	180	73	.....
Winnipeg.....	106	56	50	.....
Yorkton.....	146	174	.....	28
Total.....	4,602	2,987	1,677	62

It will be seen that there has been an increase of 1,615 in the number of homestead entries made in April, 1909, as compared with April, 1908.

A statement of the homestead entries made during the first four months of the calendar year 1909, compared with the corresponding period of 1908 is as follows:—

HOMESTEAD ENTRIES JANUARY-APRIL 1909-08.

Month.	1909	1908	In-crease	De-crease
January.....	1,308	1,453	.....	145
February.....	1,364	1,420	.....	56
March.....	2,592	1,869	723	.....
April.....	4,602	2,594	2,008	.....
Total.....	9,866	7,336	2,731	201

It will be remarked that there has been an increase of 2,530 during January-April, 1909, compared with the same months of 1908.

Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia during the month of April, 1909, were as follows:—

NATIONALITIES OF HOMESTEADERS, APRIL 1909.

Nationalities.	No. of Entries.
Canadians from Ontario.....	467
" Quebec.....	255
" Nova Scotia.....	21
" New Brunswick.....	17
" Prince Edward Island.....	6
" Manitoba.....	148
" Saskatchewan.....	357
" Alberta.....	99
" British Columbia.....	30
Persons who had previous entry.....	180
Newfoundlanders.....	1
Canadians returned from the United States	76
Americans.....	1,320
English.....	715
Scotch.....	134
Irish.....	60
French.....	61
Belgians.....	19
Swiss.....	10
Italians.....	1
Roumanians.....	10
Syrians.....	3
Germans.....	69
Austro-Hungarians.....	206
Hollanders.....	12
Danes (other than Icelanders).....	12
Icelanders.....	23
Swedes.....	84
Norwegians.....	100
Russians (other than Mennonites and Doukhobors).....	104
Mennonites.....	.....
Doukhobors.....	.....
Chinese.....	1

INCREASE.				DECREASE.				Percentage Increase. Decrease.	
Males.	Females.	Children	Totals.	Males.	Females	Children	Totals.	Increase.	Decrease.
.....	.....	.....	.....	5,578	1,790	1,673	9,041	.....	44
1,966	830	729	3,525	.....	.....	.....	.....	39	.....
.....	.....	.....	.....	3,612	960	944	5,516	.....	18

Japanese.....	.....	Homesteads.....	1,925	305,577.655
Persians.....	.....	License of occupation....	2	.....
Australians.....	.....	Military homesteads....	1	320.00
New Zealanders.....	.....	Mineral rights (836.51 acres).....	10	.....
Spaniards.....	1	North West half-breed grants.....	0	1,993.00
Total.....	4,602	Parish sales.....	3	265.25
Representing 10,773 souls.		Quit claim, special grants (134 acres).....	1	.....
Of the total of 1,396 entries made in April, 1909, by persons coming from the United States, there were 463 from North Dakota, 243 from Minnesota, 86 from South Dakota, 81 from Michigan, 80 from Washington, 79 from Wisconsin, 53 from Iowa, 35 from Indiana, 33 from Illinois, 29 from New York, 26 each from Nebraska and Oregon, 23 from Montana and 22 from Ohio.		Railways:		
		Can. Northern Ry. Co....	163	121,842.20
		Can. Railway Grants....	2	329.12
		Can. Pac. Ry. roadbed and station grounds..	.....	.....
		Grand Trunk Pacific Ry.	57	986.36
		Qu'Appelle Long Lake and Sask. Rd. and Steamboat Co.....	.....	.....
		Sales.....	50	4,895.30
		School lands sales.....	17	1,237.155
		Special grants.....	26	326.57
		Special grants, under rights	.....	.....
		Yukon Territory sales....	3	63.52
Lands Patented in April, 1909.		Totals.....	2,292	441,667.94

Lands Patented in April, 1909.

An abstract of letters patent covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory during April, 1909, is as follows:—

Nature of Grant.	April, 1909.	
	No. of Patents.	No. of Acres.
Alberta Ry. and Irrigation Co.'s sales.....	5	1,284.00
British Columbia homesteads.....	8	1,010.82
British Columbia sales...	4	276.97
Coal land's sales (1 patent, 318.20 acres, under rights).....	5	1,260.02

In April, 1908, the number of patents issued was 1,461, covering an area of 213,717.13 acres, showing an increase during April, 1909, of 831 in the number of patents issued and of 227,950.81 acres in the area patented.

Note.

Two hundred and sixty boys and girls, emigrated under the auspices of Dr. Barnardo's home, were landed at Quebec during May. This is the two hundred and first party this home has sent to the Dominion, bringing the total number of children emigrated to 21,233.

CHINESE STUDENTS.

BY recent order of the Governor-General-in-Council, the check imposed in the form of a head tax of five hundred dollars on Chinese wishing to come to this country to take up higher branches of study, has been removed. Henceforth

all bona fide students may come and go freely, being required only to show proof of their good faith.

The movement towards this end was recently given increased force by the successful termination of a law course at McGill University by Mr. Peter Hing of China, who took second place in the examinations for the degree of B.C.L. and and who was widely known among the students and friends of the university.

The following is a certified extract from the minutes of a meeting of the Treasury Board, held on May 1, 1909, as approved by His Excellency the Governor-General-in-Council, on May 4, 1909.

"The Board recommend that authority be granted for the exemption from payment thereof of the Chinese capitation tax in the cases of those persons of Chinese origin hereinafter described in clauses 1, 3, 4 and 5, and the refunding after payment thereof of the said tax in the cases of those persons of Chinese origin hereinafter described in clause 2, in the administration of the Chinese Immigration Act, Revised Statutes, 1906, and amendments thereto, when such persons, subject to the provisions of the said Act, can substantiate their status to the satisfaction of the controller, subject to the approval of the Minister:—

1. Students who pursue some regular

course of study in the higher branches of learning.

(a) Students whose studies are pursued for some particular professional occupation or calling requiring a technical or other special mental training.

(b) Students who upon arrival already possess a liberal education, who devote themselves to the study of special subjects or questions, as students of manners, customs, institutions, politics, economy or history.

(c) Teachers who are eligible to impart instruction in one of the recognized schools or colleges or other educational institutions of Canada designed for those whose entire time is given to scholastic work.

2. Students who upon their arrival in Canada declare their intention of pursuing their studies in Canada and who, being unable to produce upon arrival the necessary proof of their status, and are thus required to pay the capitation tax, and who are able to produce within two years and a half of the date of their arrival in Canada certificates from teachers in any recognized school, college, university or technical school, showing that they have been for at least two scholastic years bona fide students in attendance at such institution."

RECENT INDUSTRIAL AGREEMENTS.

Agreement Between the Master Builders' Exchange of Edmonton and the Local Union of the Bricklayers' and Masons' International Union.

THE following agreement was concluded during May between the Master Builders' Exchange of Edmonton and the Local Masons' and Bricklayers' International Union:—

1. Members of the said Union shall receive a minimum wage of Sixty cents (60c.) per hour from May 1st, 1909 to May 1st, 1911; and Sixty-five (65c.) per hour from May 1st, 1911, to May 1st, 1912. All checks to be paid on the job.

Eight hours shall constitute a day's work between the hours of 8 a.m. and 5 p.m.

Foreman to receive at least Ten cents (10c.) per hour above the minimum scale of wages.

Time and one-half to be paid for overtime.

2. Members of the Union shall not be allowed to contract on any work above Seventy-five (\$75.00) Dollars.

3. One member of this Union shall be employed on concrete walls above the footings; where surmounted by a superstructure of brick or stone unless the work is superintended by the contractor himself.

4. Contractors who are competent bricklayers or masons can act as foremen, but not more than one member of

a firm shall work on the walls on any one job at any one time.

5. Bricklayers' masonry shall consist of the laying of bricks in, under or upon any structure or form of work where bricks are used, whether in the ground or over its surface or beneath water in commercial buildings, rolling mills, iron works, blast or smelter furnaces, lime or brick kilns, in mines or fortifications, and in all under ground work such as sewers, telegraph, electric and telephone conduits, the pointing, cleaning and cutting of brick walls, fire-proofing, and block arching, terra cotta, cutting and setting, and the laying and cutting of all tile. Also blaster blocks, mineral wool, cork blocks, or any substitute for the above materials, and the cutting, rubbing and grinding of all kinds of bricks.

Stone masonry shall consist of laying all rubble work or without mortar setting all cut stone, cut in yards or in quarries by stone cutters when the same is covered by stonecutting all shoddies including all broken Ashler, rock-laced Ashler, range or random ashler jambs, cornices, and ring stones, and the laying of same and cleaning and pointing, stone work, artificial masonry, the cutting and setting and pointing of cement blocks, or artificial stones, and all cement that is used for backing up external walls, the building of party walls, columns, girders, beams, floors, stairs, arches, and plaster blocks, partitions where substituted for brick shall be done by members of the Union, also the backing up of brick walls shall be done by members of the Union, also the backing up of brick walls, piers, girders, terra cotta, and artificial stone with concret cementing of sills, dressings and steps.

6. All disputes to be brought before a joint committee, and no suspension of work shall take place until the committee has an opportunity of investigating the grievance. The committee to meet within a period of twenty-four hours.

7. The Bricklayers' Union agrees to take no part in sympathetic strikes with other trades.

8. On any job where trouble may arise between the owner and the contractor, the members of the Union shall

refuse to work on the said job, for other than the original contractor, until a satisfactory settlement has been arrived at between the owner and the original contractor. A definite statement of trouble to be sent to the Secretary of the Union within a period of three days.

9. Members of the Union to receive (\$1.00) One Dollar per day extra for sewer or other underground work.

10. The members of the Union agree to charge any individual, corporation or company, ten cents (10c.) per hour more than the minimum wage agreed upon to be paid by the Master Builders' Exchange; provided the said individuals, corporation or Company is not arecognized contractor by any branch of the B. & M.I.U.

11. On all jobs of Seventy-five Dollars (\$75.00) and over at least one member of the B. & M.I.U. shall be employed. Signed in behalf of the—

Master Builders' Exchange.
Signed in behalf of the—B. & M.I.U.

Agreement Between Ottawa Typographical Union No. 102, and the Employing Printers of Ottawa.

It is agreed that the following scale and laws of the Ottawa Typographical Union No. 102, shall continue in force from June 1, 1909, to December 31, 1913.

JOB OFFICES, HAND SCALE.

Job printers shall receive not less than \$15.50 per week of 48 hours from June 1, 1909, to December 31, 1910; from January 1, 1911, to December 31, 1912, \$16.00; from January 1, 1913, to December 31, 1913, \$16.50.

Operators and caster men in job offices shall receive not less than \$17.00 per week of 48 hours from June 1, 1909, to December 31, 1910; from January 1, 1911, to December 31, 1912, \$17.50; from January 1, 1913, to December 31, 1913, \$18.00. Overtime to be paid for at the rate of time and a third.

MACHINE TENDER'S SCALE.

The wage scale for machine tenders shall be \$17.00 per week of 48 hours from

June 1, 1909, to December 31, 1910; from January 1, 1911, to December 31, 1912, \$17.50; from January 1, 1913, to December 31, 1913, \$18.00. Overtime to be paid for at the rate of time and a third.

MISCELLANEOUS.

Work performed on New Year's Day, Labor Day, Christmas Day, Sundays, Victoria Day, Dominion Day, Civic Holiday and Thanksgiving Day shall be paid for at the rate of price and one-half.

Hours of work shall be between 7 a.m. and 6 p.m. for day work, and between 7 p.m. and 6 a.m. for night work.

No member of Ottawa Typographical Union No. 102 shall act as operator-machinist in an office where three or more machines are in operation, unless the regular operator fails to supply a substitute.

The apprenticeship on linotype and monotype machines shall consist of six months, to be paid for at the rate of \$10.00 per week for the first two weeks, \$12.00 per week for the next two weeks, \$13.00 per week for the following nine weeks and \$14.50 per week for the remaining thirteen weeks.

The proportion of apprentices shall be as follows:—

In job rooms, one apprentice to each office, one when three journeymen are employed, and one for every following four journeymen. Not more than five in any one office.

Four years shall constitute the minimum term of apprenticeship, after registration, and apprentices may be allowed

to practice on machines during all of the last six months of their apprenticeship.

Apprentices in all offices may be duly and legally indentured.

Nothing in this agreement shall prevent superior workmen from getting a higher rate of pay, but it shall be held that no workman shall work for less than the price herein specified.

Any case that may arise not specified in this agreement shall be referred to a local board of arbitration, should the necessity arise and the officers of the local union or the Executive Committee be unable to adjust the disputed point, as follows:—

Within ten (10) days after the question or questions referred to arbitration have been fully determined, a local board of arbitration must be named, composed of residents of the City of Ottawa, two members thereof to be named by each side, one such representative of each contending party to be free from personal connection with or direct interest in firm affected or local union. The board as thus constituted, if unable to decide the matter in controversy, shall then select a fifth member, who shall act as chairman, put motions, etc., and have power to cast a deciding vote when a tie occurs or to declare a motion carried. The decision of the board as above constituted shall be final and binding upon both parties to the dispute. *Provided* that nothing eliminated from the above agreement be construed as a question for arbitration concerning the employment of non-union printers and operators or expelled members of the local union—that is, the refusal of member of local union to work with any such.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING THE MONTH OF MAY, 1909.

The following is a list of contracts awarded by the Department of Public Works, the Department of Railways and Canals, the Department of Militia and Defence and the Department of Marine and Fisheries which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

ICE PIERS AT ANNAPOLIS ROYAL, N. S.

ICE piers at Annapolis Royal, N. S., name of contractor, Nova Scotia Construction Company, Limited of Sydney, N. S., date of contract, May 18, 1909; amount of contract \$46,736.00.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter.....	\$2.25
" mixing concrete.....	2.00
" laying concrete.....	2.00
" stone crusher.....	2.00
Carpenters.....	1.75
Blacksmiths.....	2.00
" helpers.....	1.50
Ordinary labourers.....	1.25
Driver, with 1 horse, cart..	2.00
Driver, with 2 horses, wagon	3.00

Department of Railways and Canals.

ELECTRICAL WIRING OF STATION ETC., AT MACCAN, N. S.

Electric wiring of Passenger Station, etc., at Maccan, N. S., Intercolonial Railway. Date of Contract, May 4th, 1909. Amount of contract, \$375.00. Contractors, "Farquhar Bros.," of Halifax, N. S.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Electrical foreman.....	\$2.50
Electrical wiremen.....	1.75
Carpenters.....	1.75

ADDITIONAL BOILER AT MONCTON, N. B.

Completion of installation of present 500 h. p. Babcock Boiler, and for the supply, etc., of an additional Babcock Boiler of 500 h. p., etc., at Moncton, N. B. Amount of contract, \$32,150.00. Date of contract, May 4th, 1909. Contractors, "Babcock & Wilcox, Limited," of Montreal, Que.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Bricklayers.....	\$3.00
Boilermakers.....	2.25
Machinists.....	2.25
Pipefitters.....	2.00
Labourers.....	1.35
Helpers.....	No special rate.

IMPROVED HEATING SYSTEM AT RIVIERE DU LOUP, QUE.

Supply and erection of a Fan System of Heating for machine shop, erecting shop, etc., at Rivière du Loup, Que.,

Intercolonial Railway. Date of contract May 12th 1909. Amount of contract, \$4,685.00. Contractor, Emil A. Wallberg, of Montreal, Que.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Plumbers.....	\$2.50
Machinists.....	2.25
Concrete mixers.....	1.50
Steamfitters.....	2.50
Blacksmiths.....	2.00
" helpers.....	1.50
Masons.....	3.00
Builders' labourers.....	1.50
Common labourers.....	1.25
Painters.....	2.00
Mechanical engineer.....	No special rate.

Department of Marine and Fisheries.

LIFE BOATHOUSE AT RICHIBUCTO BEACH, N. B.

The construction of a life-boat house at Richibucto Beach in the County of Kent, N. B., name of contractors, Messrs. Ephraim Pine & Sons, Richibucto, N. B.; date of contract, April 23, 1909; amount of contract, \$695.

Trade of Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters.....	\$1.65
Painters.....	1.65
Labourers.....	1.25

Department of Militia and Defence.

TRURO, N. S., RIFLE RANGE.

Construction of a Rifle Range, a Truro, N. S. Date of contract, May 7. Amount of contract, \$6,734.50.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters.....	\$2.00
Builders' labourers.....	1.50
Ordinary labourers.....	1.25
Time keeper.....	1.50
Painters.....	2.00
Foreman.....	3.00
Electricians.....	2.00
Driver with 1 horse & cart..	2.25
Driver with 2 horses, wagon	3.50

Post Office Department.

During the month of May orders were given by the Post Office Department for the supplies below mentioned, subject to the regulations for the suppression of the sweating system, and the securing of payment to the working men and working women of fair wages, and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount Order.
Making metal dating stamps and type, and other hand stamps and brass crown seals..	689.87

Making and repairing rubber dating stamps and type, also other stamps.....	38.90
Supplying stamping material and wooden boxes, and repairing stamping pads.....	1,325.17
Supplying mail bags.....	1,337.00
Repairing mail bags.....	1,108.03
Making and repairing Post Office scales.....	66.50
Making and repairing mail locks and supplying mail bag fittings.....	1,137.15
Repairing portable letter boxes, Railway Mail Clerks' tin travelling boxes, parcel receptacles and street letter boxes.....	73.50
Making and repairing miscellaneous articles of Postal Stores.....	30.80
Making and supplying articles of official uniform.....	6,056.95

INDUSTRIAL ACCIDENTS DURING THE MONTH OF MAY, 1909.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment, and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureau of Mines of Ontario and British Columbia, to the office of the factories inspector of the Province of Ontario, the Ontario Railway and Municipal Board and to the Department of Railways and canals for their kind assistance of furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 278 individual work people in Canada during the month of May, 1909, were reported to the Department of Labour. Of these 93 were fatal and 185 resulted in serious injuries. In addition, 4 fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the department before May, 1909.

In the preceding month there were 64 fatal and 186 non-fatal accidents reported, a total of 250, and in May, 1908, there were 122 fatal and 202 non-fatal accidents, a total of 324. The number of fatal accidents reported in May, 1909, was therefore, 29 more than in the preceding month and 29 less than in May, 1908. The number of non-fatal accidents reported in May, 1909, was 1 less than in the preceding month and 17 less than in May, 1908. Altogether, there were 28 more industrial accidents reported in

May, 1909, than in the preceding month and 46 less than in the same month of the preceding year.

Of 147 returns received during the month giving the ages of the victims of industrial accidents, 12 referred to persons under twenty-one years of age, 29 to persons between twenty-one and forty-five, and 6 to persons over 45. One hundred persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and groups of trades.

STATEMENT OF ACCIDENTS DURING MAY, 1909, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed.	Injured.	Total.
Agriculture.....	14	22	36
Fishing and hunting.....	3		3
Lumbering.....	27	19	46
Mining.....	10	3	13
Building trades.....	2	32	34
Metal trades.....	3	27	30
Woodworking trades.....		9	9
Clothing trades.....		3	3
Textile trades.....		2	2
Food and tobacco preparation.....		1	1
Railway service.....	23	19	42
Navigation.....	6	13	19
General transport.....	3	18	21
Civic employees.....	1	4	5
Miscellaneous.....		7	7
Unskilled labour.....	1	6	7
Total.....	93	185	278

Nature of Fatalities and Accidents.

The chief disasters of the month, causing the death of more than one workman, were the drowning of four lumbermen in the Petawawa River, Ont.; the drowning of four loggers in the Marane River, Que.; the drowning of four loggers in the Rouge River, Que.; a mining fatality at Carbonado, B.C.; a drowning fatality at Great Salmon River, N.B.; the drowning of two fishermen off Canso, N.S.; the drowning of 2 lumbermen in the Chaudière river, Que.; a dynamite fatality near Aberdeen, B.C.; and the drowning of two workmen on the Skeena river, B.C.

Drowning of Four Lumbermen in Petawawa River, Ont.

On May 18, a boat containing eight lumber men on the way to work upset in the Petawawa River, Ont., and four of the men were swept over a rapid and drowned.

Drowning Accident on the Rouge River, Que.

On May 20, four experienced loggers were crossing the Rouge River, 125 miles north of Calumet, Que., when their boat capsized. They were carried away by the current, swollen by the spring rains, and were drowned before assistance could reach them.

Drowning of Four Loggers in Matane River, Que.

On May 26, four loggers after completing the floating of some logs were crossing the Matana River on a raft, when from some cause unknown the raft went to pieces precipitating them into the river and they were drowned.

Mining Fatality at Carbonado, B.C.

On May 5, a blow-out of gas occurred in No. 7 mine at Carbonado, B.C., causing the death of two miners. The verdict rendered by the jury was that death was due to asphyxiation by coal gas resulting from a blow-out.

Drowning Fatality at Great Salmon River, N.B.

On May 7, two river drivers while working on the end of a drive of several million feet of logs at Great Salmon River, N.B., were swept away in an eddy and drowned.

Drowning of Two Fishermen off Canso, N.S.

On May 5, two fishermen while attending to their trawls off Canso, N.S., upset their dory and were drowned.

Drowning of Two Lumbermen in Chaudière River, Que.

On May 11, two boom watchers on the Chaudière River, Que., fell from the boom into the water and were drowned.

Dynamite Fatality near Aberdeen, B.C.

On May 13, a premature explosion of dynamite occurred in a Grand Trunk Pacific construction camp near Aberdeen, B.C. instantly killing two workmen.

Drowning Fatality on the Skeena River, B.C.

On May 13th, while two workmen were bringing a boat load of powder to a railway construction camp 50 miles up the Skeena River, B.C., their boat struck a snag and upset throwing them into the water. They were both drowned.

The Record by Industries and Trades.

Agriculture.—In this industry, 14 fatal and 22 non-fatal accidents occurred in May, 1909, compared with 10 fatal and 23 non-fatal in the preceding month and 11 fatal and 28 non-fatal accidents in May, 1908. Three of the fatalities were caused by railways, 2 respectively by electricity, by runaways and by live stock, and 1 each by being burnt to death in a prairie fire, by falling material, by machinery, by a fall, and by an explosion of dynamite. Falls seriously injured 5 workmen, live stock and runaways, falling

3 material each, tools, and collisions 2 each, and railways, explosions, electricity and machinery 1 each.

Fishing and hunting.—Three fishermen were drowned in May, 1909. In April the record was 9 killed and 5 injured, and in May, 1908, 5 killed.

Lumbering.—Twenty-seven workmen were killed and 19 injured in May, compared with 4 killed and 11 injured in the previous month, and 28 killed and 9 injured in May, 1908. Twenty-two deaths were due to drowning, 2 respectively to flying material and machinery, and 1 to falling material. Of the accidents, 12 were due to machinery, 4 to falling material, and 1 each to an explosion, to flying material and to a fall.

Mining.—In this group, 10 workmen were killed and 3 injured, compared with 9 killed and 8 injured in April last, and 15 killed and 8 injured in May of last year. Three of the fatalities were caused by falling material, 2 each by falls, by explosions, and by mine cars, and 1 by drowning. An explosion injured 2 workmen and a fall 1.

Building trades.—In these trades, 2 workers were killed and 32 were injured during May, 1909. In the month before there were 13 accidents, in May of last year 1 workman was killed and 16 were injured. The fatalities were both due to falls. Of the accidents, 20 were due to falls from ladders or scaffolds, 6 to other falls, 2 each to asphyxiation and to tools, and 1 each to falling material and to machinery.

Metal, engineering and shipbuilding trades.—Three workmen were killed and 27 injured during May, compared with 4 killed and 43 injured in April last, and 7 killed and 31 injured in May, 1908. Electricity caused 2 of the fatalities, and falling material the third. Falling material caused 9 of the accidents, machinery 6, electricity 5, molten metal 4, falls 2, and an explosion 1.

Woodworking trades.—There were 9 serious injuries in this branch, compared with 1 killed and 9 injured in the preceding month, and 1 killed and 20 injured in May, 1908. Seven of the accidents were due to machinery, and 2 to flying material.

Clothing trades.—Two workmen were injured by an explosion of steam and 1 by machinery during May last. There were no accidents in April, 1909, and only 1 accident in May, 1908.

Textile trades.—Machinery caused 1 accident in this group and a fall another. In April the record was 1 killed and 4 injured. In May, 1908, 5 workmen were injured.

Food and tobacco preparation trades.—An explosion of gas injured 1 of these workers during May. In the previous month, 2 workmen were injured, and in May of last year the record was 3 killed and 8 injured.

Railway service.—In May last, 23 railway employees were killed by accident and 19 injured, compared with 13 killed and 20 injured the month before, and 22 killed and 31 injured in May, 1908. Nine of the fatalities were caused by the victims being run over, 5 by explosions of dynamite, 3 respectively by drowning and by falling material, 2 by falls, and 1 each by being struck by an object in passing and by tools. Six of the other accidents were caused by falls, 5 by falling material, 3 by collisions and 1 each by being caught between cars, by being struck by an object in passing, by a derailment by an explosion of steam and by machinery.

Navigation.—In this group death by accident befell 6 workers and 13 were injured, compared with 8 killed and 5 injured in the preceding month, and 9 killed and 8 injured in May, 1908. Four of the fatalities were due to drowning, and 1 each to a fall and to the victim being burnt to death. Four of the accidents were due to burns received in a fire on a vessel, 3 each to falling material and to falls, 2 to an explosion of gasoline, and 1 to machinery.

General transport.—The record during May was 3 killed and 18 injured, compared with 17 injured in April last, and 6 killed and 6 injured in May of last year. One each of the deaths was caused by live stock, by a fall and by drowning. Of the accidents 4 were caused by falls, 3 each by live stock, by collisions, by being caught between cars, 2 by runaways and

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES' F., No. 87.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF MAY, 1909.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Agriculture—				
Farmer.....	Beamsville, Ont.....	May 7	1	Electrocuted; fell on live wire.
".....	Near Moose Jaw, Sask.....	" 6	1	Burned to death in prairie fire.
".....	Miniota, Man.....	" 4	1	By cave-in in well.
".....	Deloraine, Man.....	" 14	1	Head caught in well boring machine.
".....	Orangeville, Ont.....	" 15	1	In a runaway.
".....	Near Renfrew, Ont.....	" 13	1	Struck by train at crossing.
".....	Hazledean, Ont.....	" 13	1	Fell on point of a standing crowbar.
".....	Cartwright, Man.....	" 27	1	Kicked on head by horse.
".....	Saulnerville, N.S.....	" 26	1	In a runaway.
".....	Wyoming, Ont.....	" 27	1	Struck by lightning.
".....	Courtenay, B.C.....	" 15	1	Explosion of dynamite.
".....	Tillsonburg, Ont.....	" 31	1	Gored by a bull.
Farm help.....	Richmond, Que.....	" 25	1	Struck by a train.
Farmer's wife.....	Vankleek Hill, Ont.....	" 12	1	Struck by train at level crossing.
Fishing and Hunting—				
Fisherman.....	Off Canso, N.S.....	" 10	2	Drowned, boat upset.
".....	Off Canso, N.S.....	" 12	1	Drowned; dory capsized.
Lumbering—				
Logger.....	Racine, Que.....	" 11	1	Log rolled on him.
".....	Petawawa River, Ont.....	" 18	4	Drowned; boat upset in rapids.
".....	Rouge River, Que.....	" 21	4	Drowned; boat upset.
".....	Matane River, Que.....	" 26	4	Drowned; raft wrecked in rapids.
River driver.....	St. Maurice River, Que.....	" 20	1	Drowned while driving logs.
".....	Big Salmon River, N.B.....	" 7	2	Drowned while driving logs.
".....	River Smith, Que.....	" 12	2	Drowned while driving logs.
".....	Mattawa, Ont.....	" 28	1	Drowned while driving logs.
".....	Campbellton, N.B.....	" 15	1	Drowned; canoe upset.
".....	Montmorency, Que.....	" 1	1	Drowned; while driving logs.
".....	Ste. Anne de Beaupré, Que.....	" 28	1	Drowned; fell off logs.
".....	Mont Carmel, Que.....	" 27	1	Drowned; fell off logs.
Sawmill hand.....	Sussex, N.B.....	" 12	1	Struck by wood flying from saw.
".....	Keewatin, Ont.....	" 14	1	Caught in shafting.
".....	May Island, Que.....	" 15	1	Caught in shafting.
".....	Minden, Ont.....	" 31	1	Struck by board flying from saw.
Mining—				
Miner.....	Cobalt, Ont.....	" 4	1	Fell 100 feet in shaft.
".....	Carbonado, B.C.....	" 2	2	By explosion in mine.
".....	Phoenix, B.C.....	" 18	1	By fall of rock.
".....	Eustis, Que.....	" 22	1	By fall of rock.
".....	Springhill, N.S.....	" 28	1	Struck by trip of cars.
".....	Cobalt, Ont.....	" 25	1	Struck by car.
".....	Cobalt, Ont.....	" 26	1	Fell down shaft.
Prospector.....	Shining Tree Lake, Ont.....	" 28	1	Drowned; canoe upset.
Quarryman.....	St. François de Sales, Que.....	" 31	1	Skull fractured; derrick fell on him.
Building Trades—				
Carpenter.....	Toronto, Ont.....	" 14	1	Fell from scaffold.
".....	Montreal, Que.....	" 31	1	Fell from ladder.
Metal, Engineering and Shipbuilding Trades—				
Electrical worker.....	Burnaby, B.C.....	" 5	1	Electrocuted.
".....	Thetford Mines, Que.....	" 16	1	Electrocuted.
Agricultural Implement Worker.....	Hamilton, Ont.....	" 31	1	Iron wheel fell on head.
Railway Service—				
Railway engineer.....	Sturgeon River, Ont.....	" 23	1	Drowned; canoe upset.
Brakeman.....	Hamilton, Ont.....	" 21	1	Run over by train.
".....	Medicine Hat, Alta.....	" 25	1	Run over by train.
".....	Cassell's Siding, N.B.....	" 21	1	Knocked from car.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES, F., No. 67.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF MAY, 1909.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Fireman.....	Parry Sound, Ont.....	" 24	1	Head struck by object in passing.
Construction hand.....	Dryden, Ont.....	" 1	1	Run over by train.
".....	Windsor, Ont.....	" 3	1	Neck broken by fall.
".....	South Durham, Que.....	" 7	1	In a cave-in.
".....	Field, B.C.....	" 7	2	Explosion of dynamite.
".....	Sarnia, Ont.....	" 10	1	Accidentally struck on head by pick axe.
".....	Vancouver, B.C.....	" 11	1	Run over by train.
".....	Near Aberdeen, B.C.....	" 4	2	Explosion of dynamite.
".....	Skeena River, B.C.....	" 14	2	Drowned; freight boat upset.
".....	La Tuque, Que.....	" 14	1	In a cave-in.
".....	Windsor, Ont.....	" 28	1	Concrete car fell on him.
Yardman.....	Ottawa, Ont.....	" 24	1	" " "
Section man.....	St. Charles de Bellechasse, Que.	" 10	1	" " "
".....	Montreal West, Que.....	" 24	1	" " "
".....	Windsor jct., N.S.....	" 26	1	" " "
Car shop hand.....	Montreal, Que.....	" 14	1	" " "
<i>Navigation—</i>				
Captain.....	Sorel, Que.....	" 21	1	Drowned; fell overboard.
".....	Off Yarmouth, N.S.....	" 27	1	Drowned; boat upset.
Fireman.....	Gulf of Georgia, B.C.....	" 28	1	Burned to death in fire on vessel.
Seaman.....	Sault Ste. Marie, Ont.....	" 26	1	Fell into hold of vessel.
".....	Off Yarmouth, N.S.....	" 27	1	Drowned; boat upset.
Lighthouse keeper.....	St. Jean d'Orleans, Que.....	" 10	1	Drowned; boat capsized.
<i>General Transport—</i>				
Teamster.....	Ottawa, Ont.....	" 3	1	Died from kick of horse received on April 29.
".....	St. Jean de la Croix, Que.....	" 31	1	Neck broken thrown from load.
Canal employee.....	Port Dalhousie, Ont.....	" 21	1	Drowned; fell into lock.
<i>Civic Employees—</i>				
Corporation carter.....	Montreal, Que.....	" 31	1	By fall from his load.
<i>Unskilled Labour—</i>				
Labourer.....	Near Westminster, B.C.....	" 31	1	Caught hold of live wire, electrocuted.

FATAL ACCIDENTS HAPPENING IN PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN MAY.

Woodworker.....	Waldo, B.C.....	Apr. 26	1	Caught in shafting.
Bridge repairers.....	Near Southampton, Ont.....	" 30	2	Fell from bridge and drowned.
Engineer.....	Iberville, Que.....	" 26	1	Died from scalds resulting from collision.

1 each by falling material, by electricity and by being run over.

Civic employees.—One civic employee was killed and 4 injured in May, 1909. In April the record was 1 injured and in May, 1908, 1 killed and 4 injured. The fatality was due to a fall. Gunshot wounds received while arresting a prisoner caused 2 of the accidents, and a run-away and falling material 1 each.

Miscellaneous.—Seven of these workers were injured, 2 by being scalded by steam and 1 each by a fall, by an elevator,

by machinery, by broken glass, and by an explosion of varnish. In the previous month the record was 2 killed and 8 injured and in May, 1908, 8 killed and 20 injured.

Unskilled labour.—Electric shock killed 1 labourer during May, 1909, and 6 others were injured 3 by falling material, 2 by being run over and 1 by a fall. In the month before there were 5 killed and 7 injured, and in May, 1909, 5 killed and 8 injured.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour, Ottawa, during May, 1909.

DOMINION REPORTS.

Canal Statistics.

Department of Railways and Canals, Canal Statistics for the Season of Navigation 1908. Ottawa: King's Printer, 1909. Pages, 114. Price, 10 cents.

THE report on Canal Statistics of Canada for the year 1908 shows that during the year the freight carried through the canals of the Dominion aggregated 17,502,820 tons, a reduction of 3,040,819 compared with 1907, but largely in excess of all previous years. The decline for 1908 was made up of 2,568,658 tons in east-bound and 472,161 in west-bound traffic. There was a decrease of 3,129,661 tons in the traffic between United States ports, but there was an actual increase of 88,842 tons in the business affecting Canadian ports. The falling off was very largely in iron ore, of which 10,105,016 tons passed through the canals in 1907, and 7,402,672 tons in 1908. There were increases in wheat, oats and barley, but a decline in flour.

Geological Survey.

Summary report of the Geological Survey Branch of the Department of Mines for the Calendar year 1908. Ottawa: King's Printer, 1909; Pages, 228. Price 15 cents.

The summary report of the Geological Survey Branch contains a detailed account of the work conducted in all the provinces and districts of the Dominion by the exploratory parties that were sent out during the year 1908. It stated in the report that two classes of work were carried on by the field parties exploratory work and detailed work. The object of the former was to furnish the prospector with maps to guide him through the country and to point out the areas where, for certain minerals, prospecting was most likely to be attended with success; the detailed work was useful in assisting in the intelligent development of known mineral-bearing areas.

Coal areas were investigated in the Yukon district and in various portions of Alberta and Saskatchewan. A Geological Survey was undertaken in the northern part of Texada Island where copper and iron deposits are attracting attention. Field work was carried on along the line of the Transcontinental Railway in eastern Quebec and recent gold discoveries in Megantic, Quebec, were examined. In New Brunswick, surveys were made of the Bathurst district, and in Prince Edward Island deep-boring operations were undertaken to determine the depth at which coal measures occur.

ONTARIO REPORTS.

Co-operative Experiments in Agriculture.

Thirtieth Annual Report of the Ontario Agricultural and Experimental Union, 1908. Toronto: King's Printer, 1909. Pages, 88.

The Report of the Thirtieth Annual Meeting of the Ontario Agricultural and Experimental Union, contains an interesting account of co-operative experiments conducted by the Union, which are claimed to have helped greatly in the improvement of agriculture in the province. During 1908, co-operative experiments were conducted on about 8,000 farms throughout Ontario in the departments of Agriculture, Horticulture, Forestry, Poultry raising and Agricultural Chemistry. The system is to a large extent an outgrowth of the experimental work done at the Guelph Agricultural College, and is principally based on the results of that work. In the spring circulars, giving a list of all the experiments for which material can be furnished are sent to members of the Experiment Union, experimenters of former years, leading farmers whose names have been suggested, all persons asking for information regarding the work, and all the newspapers of the Province. In 1908, experimental grain crops were raised on 5,757,333 acres. The results of the experiments are given in the report about 30,000 copies of which are distributed by the Ontario Department of Agriculture. Farmers throughout the

province are thus informed of the best varieties of grain crops, vegetables and fruits to cultivate.

Hospitals and Charities of Ontario.

Thirty-ninth Annual Report of the Inspector of Prisons and Public Charities upon the Hospitals, Charities, etc., of the Province of Ontario, being for the year ending 30th September, 1908. Toronto: King's Printer, 1909. Page, 122.

The annual report on the Public Hospitals, Refuges and Orphanages of Ontario for 1908, states that there are in Ontario 69 hospitals, 34 refuges, 30 orphanages, 3 homes for incurables, 2 convalescent homes, 2 Magdalen asylums and 28 county houses of refuge. There were 46,971 patients under treatment in the hospitals during the year. The expenditure on hospitals has greatly increased in recent years, a spirit of liberality having been manifested among the public in contributions towards their maintenance. In 1898 the total expenditure on hospitals was \$437,034 but in 1908 the expenditure was \$2,721,524.28. The treatment of consumptives is referred to at some length in the report. The system of small local sanatoriums is recommended as preferable to large institutions. The Ontario government makes a grant of \$4,000 to every municipality establishing a local sanatorium for consumptives, and pays \$3. per week, for all patients for whose maintenance \$4.90 per week or less is contributed. Educational work has been carried on with regard to consumption by demonstrating the modern methods of treatment by means of an exhibit, which was shown in many places in Ontario. The establishment of public dispensaries with visiting nurses attached is strongly advised.

ALBERTA REPORT.

Public Works and Coal Mines.

Annual report of the Department of Public Works in the Province of Alberta for the Calendar year 1908. Edmonton: Government Printer, 1909. Page 180.

In the report of the Department of Public Works of Alberta for 1908 it is noted that the work of the Department

showed a great increase on account of the influx of population to outlying districts. During the year 284 bridges were built including 26 steel bridges making the number of steel structures in the Province over 90. There were 25 ferries operated by the Department during the season of which 8 were new ones. In the Coal Mines Branch statistics showed a steady development in the coal mines of the Province, the total output being slightly under 2 million tons.

Many demands were made for water supply especially in the south east part of the Province. Test wells were put down by the Government for the purpose of ascertaining where water could be obtained with the result that on the whole the test were satisfactory although there were some failures.

BRITISH REPORTS.

Railway Accidents.

Returns of Accidents and Casualties as reported to the Board of Trade by the several Railway Companies in the United Kingdom, during the year ending 31st December, 1908. London: Wyman and Sons, 1909. Page 39. Price 4d.

The Report of the British Board of Trade on railway accidents in the United Kingdom during 1908, states that there were in all 1,043 persons killed and 7,984 injured compared with 1,117 killed and 8,811 injured in the previous year. There were 102 fatal accidents to passengers, 382 to servants of railway companies or contractors and 559 other persons. No passengers were killed from accidents to trains or rolling stock and only 6 employees met their death through these. Twenty-three passengers were killed by falling between trains and platforms and 19 by falling out of carriages between the general run of trains. Of the employees 124 were killed by walking, crossing or standing on the line on duty and 34 while walking along the line while going to or from work. Two hundred and ninety-one other persons were killed while trespassing on the line and 51 by passing over the railway at level crossings, 188 were suicides.

AUSTRALIAN REPORT.

Industrial Conditions in New South Wales.

Third Annual Report of the Director of Labour, State Labour Bureau of New South Wales for the year ended 30th June, 1908. Sydney: Government Printer, 1909; Pages 55; Price 2 shillings.

The third annual report of the Director of Labour for New South Wales contains an account of the work carried on by the State Labour Bureau. The work of the State Labour Bureau is the carrying on of a free Registry Office, the issuing on credit of railway and steamer fares to the unemployed in order to enable them to go where work is obtainable. The payment of these fares is guaranteed either by the employer or some responsible person. Rabbit traps, tents, blankets and a few other things are also advanced to the unemployed on guarantee of payment. Two labour farms are maintained where destitute men may obtain lodging, food and a small amount of money in exchange for labour, for a period not exceeding three months. The establishment of a third labour farm is contemplated for the support of whole families instead of men only. The Bureau collects and disseminates, by means of the Press and otherwise, information concerning labour conditions in all centres of population in the State.

An instructional course for city lads, was instituted two years ago at the Casual Labour Farms at Pitt Town, in order to teach them the work of farming. These boys are housed apart from the men in the charge of a special foreman, and are fed, but receive no money allowance. As soon as they are considered capable, efforts are made to secure situations for them on farms and, so far, more boys are called for than can be supplied.

In a review of the year it is stated that it was a fair one from the industrial standpoint although there was a decline in prosperity towards the middle of the year on account of drought. There was an absence of unemployed all through the year in nearly all the country districts. In the city and suburbs men in the skilled trades and first class labourers were generally well employed.

UNITED STATES REPORTS.

Industries of Nebraska.

Eleventh Biennial Report of the Bureau of Labour and Industrial Statistics for the State of Nebraska, 1907-1908. Lincoln, Nebraska: 1909. Page, 459.

The biennial report of the Bureau of Labour and Industrial Statistics of Nebraska for 1907-1908 contains brief articles on a large number of subjects, those treated at greatest length being a list of the manufactures of Nebraska, and statistical tables relating to the crops, live stock and dairy products of the State. Among other articles in this report may be mentioned The Dairy Industry in Nebraska, Wages and Cost of living, a Nebraska Profit-sharing scheme, Union Pacific Pension Scheme, and Mineral Prospects in Nebraska.

Industrial Conditions of Oklahoma.

First Annual Report of the Department of Labour for the State of Oklahoma, 1908. Oklahoma City, Oklahoma. Pages 196.

The first annual report of the Department of Labour of Oklahoma, for 1908, deals with the following subjects: Trades and Labour Organizations, Condition of Wage-earners, Manufacturing, Surplus Products, Factory Inspection, the State Free Employment Bureau, Arbitration and Conciliation, Cost of Living in the Building Trades, and the Enforcement of Labour Laws.

OTHER REPORTS RECEIVED.

Canada.—Department of Mines. Annual Report on the Mineral Production of Canada during the Calendar Year, 1906.

Report of the Chief Astronomer for the Year ending March 31, 1907.

List of Shareholders in the Chartered Banks of the Dominion of Canada as on December 31, 1908.

Annual Report of the Department of Public Printing and Stationery for the fiscal Year ended March 31, 1908.

Nova Scotia.—Official Report of the Debates and Proceedings of the Legislative Council of Nova Scotia, 1909.

Debates and Proceedings of the House of Assembly of Nova Scotia, 1909.

Ontario.—Journals of the Legislative Assembly of Ontario, 1909.

Report of the Women's Institutes of the Province of Ontario, 1909. Part II.

Report of the Ontario Veterinary College, 1908.

Annual Report of the Inspector of Division Courts for the Province of Ontario for 1908.

Fourth Annual Report of the Ontario Vegetable Growers' Association, 1908.

Third Annual Report of the Horticultural Societies of Ontario for 1908.

Saskatchewan.—Journals. First Session of the Second Legislative Assembly. Session 1908-09.

Great Britain.—Report of the Chief Inspector of Factories on the Administration of the Factory and Workshop Act,

1901, by Local Authorities in respect of Workshops, Outwork, etc., in 1907.

United States.—Report of the Bureau of Statistics, Illinois, 1886.

Austria.—Veranderungen im Stande der Gewerbe, während der sieben Jahresperioden 1900-01 bis 1906-07.

Belgium.—L'Office du Travail de 1895 à 1905.

Les Industries à Domicile en Belgique. Volume X. Etudes statistiques des Familles ouvrières.

France.—Enquête sur le Travail à Domicile dans l'Industrie de la Lingerie.

Paraguay.—Memoria del Ministerio del Interior, 1906-0907.

Uruguay.—Anuario estadístico de la Republica Oriental del Uruguay. Tomo I. Anos 1907-1908.

TRADE DISPUTES DURING THE MONTH OF MAY.

DURING the month of May strikes occurred among the lobster fishermen in Gabarus and Maindieu, Cape Breton, the coal miners employed at Drummond collieries, Westville, N.S., the asbestos miners employed at Thetford mines, Quebec, Que., the textile operators employed in the cotton mills of the Dominion Textile Company at Magog, Que., the longshoremen employed by the Canadian Pacific Railway Company at Owen Sound, Ont., harness makers employed by three different firms in the city of Victoria, B.C., electrical workers employed by various firms at Vancouver, B.C., teamsters employed by the Ottawa City corporation and by the Laprairie pressed Brick Company at Laprairie, Que., grinders and bevellers employed by the Toronto Plate Glass Importing Company at Toronto, Ont., builders' labourers employed by Peter Lyall & Son in Regina, Sask., and labourers employed by Messrs. Hyde & Co., in grading work in Scarboro Park, Toronto. The most serious trade dispute of the month, however, was the continuation of the strike in the coal mines of Alberta, and of Eastern British Columbia, by which 2,100 operatives were directly affected.

Analysis of Trade Disputes During the Month.

Number and magnitude.—The number of trade disputes reported to have been in existence in Canada during May was 15; an increase of 7 as compared with April, and an increase of 2 as compared with May, 1908. About 32 firms and 4,759 employees were affected by these disputes.

Loss of time and working days.—The loss of time to employees through trade disputes was approximately 96,357 working days, compared with 76,699 working days in April, and 127,425 in May, 1908.

Trades affected by new disputes.—The following table shows the trades affected by the new disputes of the month, and the number of work people involved in each group of trades.

Trades.	No. of disputes.	No. of workers.
Fishing.....	1	300
Mining.....	2	852
Textile.....	1	908
General transport.....	1	300
Miscellaneous trades.....	4	217
Unskilled labour.....	3	139
Total.....	12	2,707

Localities affected by new disputes.—

The new disputes of the month occurred in the following Provinces of the Dominion:

Province.	No. of Disputes.
Nova Scotia.....	2
Quebec.....	3
Ontario.....	4
Saskatchewan.....	1
British Columbia.....	2
Total.....	12

Causes of disputes.—The following were the causes of the new disputes of the month.

Cause.	No. of Disputes.
For increase in wages.....	10
Against collective accident insurance system.....	1
For "closed" shop.....	1
Total.....	12

Methods of settlement.—In one dispute the employees returned to work pending investigation by a Board appointed under the Industrial Disputes' Investigation Act. In one dispute the employees returned to work pending investigation by the Provincial Government. In one case employees returned to work on the understanding that after two weeks, should they still have anything to complain of, the Company would meet them and discuss the matter in a friendly way. In one dispute the strikers' places were promptly taken by other workmen. In one dispute the men returned at the rates of pay which they were before receiving. In seven disputes the strike still continued at the end of the month.

Disputes which Commenced Prior to the Beginning of the Month.

The trade disputes in existence during May, which began in previous months, comprised a strike by coal miners employed by the Alberta Railway and Irrigation Co., the H. W. McNeill Co., Pacific Coal Co., Leitch Collieries, Ltd.,

Western Canadian Collieries, International Coal & Coke Company, Limited, all in the province of Alberta, and the Hosmer Mines, Limited, in the Province of British Columbia, a strike by coal miners employed by the Nicola Valley Coal and Coke Company, at Middlesboro, B.C. a strike by iron moulders employed by the Gurney-Tilden Company, the D. Moore Company, the Bowes and Jamieson Company and the Burrow's Stewart and Milne Company, stove manufacturers of Hamilton, Ont.

Strike of Coal Miners in Alberta and Eastern British Columbia.

The most important development of the month in connection with the dispute between the Western Coal Operators' Association and its workmen, members of the United Mine Workers of America, was the application under date of May 3 on behalf of the employees for the establishment of a Board of Conciliation and Investigation in this matter, which was duly established. The mines at Hosmer, Coleman, Lille, Lethbridge, Bankhead, Hillcrest, Bellevue, Passburg, Canmore, Taber and Frank were understood to have remained idle throughout the month. Sitzings of the Board of Conciliation and Investigation were held at several points, but at the end of the month no settlement had as yet been concluded. Reports from the district in question indicated that the strike was exercising an unfavourable influence on general business, and among other effects was the closing down of the British Columbia Copper Company's smelter and mines at Greenwood, B.C., through shortage of coke.

Dispute in British Columbia.

A strike in the coal mines of the Nicola Valley Coal and Coke Company of Middlesboro, B.C., which began on April 28, was continued throughout the month. A Board of Conciliation and Investigation was appointed to inquire into this dispute on May 7, and endeavoured to effect a settlement, but at the end of the month operations had not yet been resumed in the mines. The dispute in this

TABLE OF TRADE DISPUTES DURING THE MONTH OF MAY.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Estab- lishments affected.	Approximate No. of Employees affected.				Date of commen- cement.	Date of termi- nation.	Result.
				Directly.		Indirectly.				
				Di- rectly.	Indi- rectly.	Males.	Fe- males.				Males.	Fe- males.
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.										
Mining— Coal miners.....	Hosmer, Coleman, Lille, Lethbridge, Bankhead, Hill- crest, Bellevue, Passburg, Can- more, Taber, Frank.....	Terms of new working agree- ment.....	7	2,100				Apr. 1		Strike still contin- ued at end of month. Board ap- pointed under Industrial Disputes Act, 1897, on May 7, but strike still continued at end of May.
Coal miners.....	Middlesboro, B.C....	Alleged discrimination against U.M.W.A.....	1	150				28		Board appointed in this case, on May 7, but strike still continued at end of May.
Metal Trades— Iron moulders.....	Hamilton, Ont	Against a reduction of 20 per cent. in wages.....	4	170				Feb. 22		Operations resumed with non-union workmen but union workmen still on strike.
DISPUTES WHICH BEGAN DURING THE MONTH.										
Fishing— Lobster packers.....	Gabarus & Manidieu C.B.....	Against a reduction of \$1.50 per case of lobsters.....	4	300				May 17		Strike continued at end of month.
Mining— Asbestos miners.....	Thetford Mines, Que	Against terms on which a system of collective accident insur- ance was introduced	1	140				Apr. 26	May 5	Men returned to work on understand- ing that after two weeks should they still have anything against the scheme the Company would meet and discuss the matter in a friendly way.

Coal miners.....	Drummond Collierie Westville, N.S.....	For increase of wages paid to driver boys.....	1	712			May	20	Driver boys in main seam asked increase of wage. Union miners declined to work in boys' places, with result mine is idle.
<i>Textile—</i>									
Cotton mill operatives.....	Magog, Que.....	For increase of 10 per cent. in wages and abolition of alleged discrimination against certain members of Textile Federation.....	1	540	368		"	3	Strike still continued at end of month.
<i>General Transport—</i>									
Longshoremen.....	Owen Sound.....	For increase of wages.....	1	300			"	7 May	10 Men returned to work pending investigation of dispute by Board appointed under Industrial Disputes Investigation Act.
<i>Miscellaneous Trades</i>									
Harness makers.....	Victoria, B.C.....	For increase of wages and shorter hours.....	3	9			"	3	Demand for increased wages and shorter hours war refused by employers. Strike understood to still continue at end of month.
Glass grinders and bevellers.....	Toronto, Ont.....	For increase of wages.....	1	15			"	14	Dispute still continued at end of month. Company claimed that strikers' places were filled.
Builders' labourers.....	Regina, Sask.....	For increase of wages.....	1	168	12		"	22	26 Men returned at same rate. of pay pending investigation by provincial government.
Electrical workers.....	Vancouver, B.C.....	For "closed shop".....	4	25			"	17	Striking electrical workers have started in business on co-operative plan.
<i>Unskilled Labour—</i>									
Labourers.....	Toronto, Ont.....	For increase of wages.....	1	50			"	4	7 Strikers places were taken by other workmen.
Teamsters.....	Laprairie, Que.....	For increase of wages.....	1	50			"	8	13 Men returned to work at same rates of pay.
Teamsters.....	Ottawa, Ont.....	For increase of wages.....	1	30			"	31	Dispute continued at end of month.

* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for the other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon, the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned. Mention moreover, is not made of disputes involving less than six employees, or of less duration than 24 hours.

case arose out of the dismissal of certain employees and the demand of the operatives for their re-instatement.

Strike of Iron Moulders in Hamilton, Ont.

A strike of iron moulders in the stove foundries of the Gurney-Tilden Company, the D. Moore Company, the Burrows Stewart and Milne Company, and the Bowes and Jamieson Company, which began on February 22, 1909, was continued throughout the month of May. The strike was caused by a reduction of 20 per cent., in the scale of wages. The number of men involved was 170. Efforts were made in the direction of a compromise which were, however, without result. Subsequently operations were resumed on a partial scale with non-union workmen, but about the 1st of May the non-union men employed by the Gurney-Tilden Company struck for an advance in pay of the old union rate for piece work and \$3.75 per day for day work. All but 14 of these strikers went back the next day, however, at the old rate. The number of men on the strike roll on May 25, was said to be 123. At the end of the month it was understood that an International Union officer was to visit Hamilton to effect, if possible, a settlement of the dispute.

Strike of Tailoresses at Vancouver.

A strike of tailoresses employed by Mr. Paul Letvinoff of Vancouver, B. C., particulars of which had not before been furnished to the Department occurred on March 1, and was terminated on March 10. The number of employees affected in this dispute was 7, and it was reported that although no definite agreement was signed, the employer had acceded to the demands of the employees, in substituting piece work for the day work plan, which had formerly been followed in this shop.

Two Years' Strike Declared Off.

It was announced in Toronto on May 19, that the strike which had been begun two years before, by the machinists and amalgamated engineers of that city for a

nine hour working day had been declared off, and that permission had been given to members of the Association to work in any of the shops in the city.

Strike of Lobster Packers in Cape Breton.

A strike of lobster fishermen in Gabarus and Manidieu, C. B., in which 300 persons were affected, occurred on May 19. It was represented to the Department that the Fishermen's Union had notified the packers this spring that the Union would not supply them with lobsters at the prices offered, namely:—\$2.25 per cwt. but demanded \$3.25 per cwt., this being a reduction of 50 cents on last year's prices, but that the packers refused, and still refuse, to pay more than \$2.25, alleging that the markets in Great Britain and the United States are glutted and that they are unable, therefore, to pay any higher rate. It was understood that the fishermen of Louisburg, Lingan, Morien, and Little Bras d'Or, accepted the offer of the packers, but that the fishermen of Gabarus and Manidieu, were unwilling to do so. The Department had not been advised at the close of the month of the termination of this dispute.

Strike of Asbestos Miners at Thetford Mines, Que.

A strike of asbestos miners, to the number of 140, employed by the Beaver Asbestos Company of Thetford Mines, Que., occurred on April 26. It was represented to the Department that the Beaver Asbestos Company had posted a notice that a system of collective insurance would be put in force on Monday, April 6, and that when the notice was posted the employees announced their intention of striking, and were paid off. The Department was informed that the scheme involved some changes in the hours of labour, but that when it was explained to the employees that they consented to return to work on May 5, on the understanding that after two weeks, should they still have anything against the scheme, the Company would meet and discuss the matter in a friendly way with them.

Dispute in Drummond Colliery, N.S.

A dispute in Drummond Colliery, Westville, N. S., in which 12 employees were affected directly and 700 other indirectly, occurred on May 5. In this matter it was represented to the Department that the driver boys in the main shaft, 12 in number, had asked for an increase in wages and that after carrying on operations till the 20th of the month with the assistance of the men, that after the latter date the men refused to fill the boys places with the result that the mine is at present idle. It was understood that negotiations for settlement were proceeding but that at the end of the month no agreement had as yet been reached.

Strike of Textile Workers at Magog, Que.

A strike of textile workers, employed by the Dominion Textile Company, in its cotton mills at Magog, Que., occurred on May 3. In this dispute 374 males, 21 years and over, 166 males, under 21 years, 189 females, 21 years and over, and 179 females, under 21 years, were affected, numbering 908 in all. The demand was for the restoration of the rates of pay in force in April, 1908, which would involve an increase of 10 per cent. on the rates now in force, also the discontinuance of alleged discrimination against certain members of the Federation of Textile Workers of Canada. At the end of the month this dispute was still in progress.

Strike of Longshoremen at Owen Sound.

A strike of longshoremen employed by the Canadian Pacific Railway Company at Owen Sound, Ontario, in which 250 persons were affected, occurred on May 7. In this case the application was made to the Department on May 13, for the establishment of a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act, to report on the matters in question. In the meantime, pending inquiry the employees returned to work at the rates of pay formerly in force since the opening of navigation. In the course of negotiations compromise offers were made both by

the Company and by the longshoremen, but without acceptance by those concerned.

Strike of Harness Makers at Victoria, B.C.

A strike of harness makers to the number of 9 employed by F. Norris & Sons, the British Columbia Saddlery Company and W. Duncan of Victoria, B. C., occurred on May 3. A demand was made in this case for an increase of wages and decrease of hours from 30 cents per hour for a 54 hour week to \$18 for a 51 hour week. The demand was refused and at the end of the month the Department had not been informed of the termination of the dispute.

Strike of Plate Glass Grinders and Bevellers, at Toronto.

A strike of grinders and bevellers to the number of 19, employed by the Toronto Plate Glass Copper Company occurred on May 13, a demand being made for increase of wages to the scale in force in the month of February last. This would involve, it was understood, an increase of from 15 to 20 per cent. on the rates now in force. At the end of the month the dispute had not been settled, but it was stated by the manager of the Company that the strikers' places had been filled, and that so far as the Company was concerned the matter was at an end. The Department was also informed that most of the men who had been involved in this matter had obtained employment elsewhere.

Strike of Builders' Labourers at Regina.

A strike of builders' labourers to the number of 150, employed by Peter Lyall & Son, in the construction of the new legislative buildings at Regina, Sask., occurred on May 22. A demand was made in this case for an increase of wages from 17½ cents per hour to 22½ cents per hour, with time and one-half for overtime. The dispute was terminated on May 26, by the men returning to work at the old rate pending an investigation by the Provincial Government, when the rate which

is found to be the prevailing one for that class of labour in the district will be established as the basis on which the men will be called upon to work in future.

Strike of Electrical Workers at Vancouver.

A strike of electrical workers in Vancouver to the number of 25 occurred on May 17, in which a demand was made on several employers for the declaration of a "closed" shop. Press reports also indicated the existence of a dispute in regard to the renewal of the agreement which was made between the parties concerned in this matter two years ago. At the end of the month it was stated that the workmen in question had organized for the purpose of engaging in business on the co-operative plan.

Strike of Labourers in Scarboro Park.

A strike of labourers employed by Messrs. Hyde & Co., of Toronto, on their contract for grading in Scarboro Park, Toronto, occurred on May 4. In this case 50 workmen struck for an increase of wages from 17 to 20 cents per hour. The Scarboro Park Company was appealed to in the matter, but declared that it had no control over the wages to be paid for this work. The contractor refused to comply with the demand of the strikers, and the men were accordingly discharged, other labourers being taken on in their places. The strikers in this case

were unorganized, and scattered to find other employment. The work was reported to be progressing without further interruption.

Strike of Teamsters at Laprairie, Que.

A strike of teamsters employed by the Laprairie Brick Company at Laprairie, Que., occurred on May 8, and lasted for four days. In this dispute in which about 50 persons were understood to have been affected, a demand was made for an increase in wage. It was reported to the Department that after discussing the matter with the Manager the employees in question had returned to work on May 13, at the same rates of pay.

Strike of Teamsters at Ottawa, Ont.

A strike occurred on May 31, of teamsters employed by the city corporation of Ottawa, in which a demand was made for an increase from \$3.85 to \$4.50 in the price per day for team and driver. About 30 teamsters were affected. It was understood that steps were being taken by the city authorities to secure if possible the services of other teamsters in the strikers' places.

The table which is published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of April, and which have been reported to the Department.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopsis of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different provinces of Canada.

NOVA SCOTIA CASE.

IN the case, *Sutherland v. the Grand Council of the Provincial Workmen's Association*, which was tried before Judge Longley at Sydney, N. S., in the third week of March, decision was given during May in favour of the Provincial Workmen's Association with costs.

Sutherland held that the last Council meeting of the Provincial Workmen's Association was illegal, owing to a number

of delegates being debarred and because the Grand Officers voted in council. The Council held that the matter of delegates had been dealt with at the Council by the Credential Committee to the satisfaction of the Council and that the Grand Officers being members of the Council had the right to vote.

QUEBEC CASES.

Contributory Negligence.

The plaintiff, together with four other men, all in the employ of the defendant,

and working under the supervision of one of the defendant's foremen, was engaged in shingling the roof of one of the defendant's country stations, when the scaffolding upon which the men were supported while at work gave way, and the plaintiff fell to the ground and broke his ankle. He sued the defendant to recover \$7,122.-40 for the damages he suffered. The plaintiff claimed the defendant was in fault because it had not provided suitable material for making the scaffold properly and had not properly supervised its construction. The defendant pleaded that it was not in fault; that the fault belonged to the plaintiff; that it was he who constructed the part which gave way.

The plaintiff admitted in evidence that it was he and another who were charged with putting up the centre post support of the scaffold and that he doubted the sufficiency of the support. It was proved that the defendant's foreman did not examine the construction before he sent the men up to commence their work.

The Court was of the opinion that where men are placed in the charge of a foreman, especially where they are sent into a position of danger, it is the duty of the foreman in charge to examine the precautions which have been taken to make the work safe. In this instance, the defendant's foreman did not do so, and there could be certainly no question that those of the men who were not responsible for the insufficiency of the work would have been entitled to damages if they had been injured. The plaintiff, however, was himself, to a certain extent, in fault. The scaffold should have been made of thicker boards than it was when it was meant that it should support the weight of five men in a space of less than 20 feet.

It has been laid down in several cases that it is not enough for the employer, in matters where safety is concerned, to give an employee directions to do his work in a given manner, but that he will be responsible if he does not personally see that his directions have been obeyed. In this instance, the work to be performed was comparatively simple, and probably did not require much instruction as to how it should be done. Indeed, no such in-

struction was given except that the work was to be well done, and the foreman did not look at the manner in which the work had been done before he sent the men up. The fault on each side, was about equal. In concluding the judge said:

"The plaintiff proves damages to the extent of \$150 for doctors' bills, and \$25 for hospital charges, and he proves a considerable period of time during which he was unable to work, and that, even then, he did not earn such wages as before. A doctor is introduced who says that he considers the plaintiff's ankle to be permanently reduced in strength to the extent of from 10 to 25 per cent. My experience in these cases is that during the progress of a law suit the tendency on the plaintiff's part is to exaggerate the seriousness of the injury he has received, and that without any intention to deceive the Court or to act dishonestly towards the defendant. In many cases which have come before me medical men have testified that after the conclusion of suits at law the progress of the injured persons towards recovery becomes much more rapid. I am therefore, not disposed to think that the plaintiff will suffer injury to anything like the extent which he claims by his declaration. I find the damages the plaintiff has suffered amount to the sum of \$1,200, and reducing that sum, in consequence of the contribution of the plaintiff to his own injuries, I fix the amount which he has a right to recover from the defendant at the sum of \$600, for which I give judgement, with costs."

Pageau v. The Quebec Montreal and Southern Railway Company. Superior Court.

Desertion of Employment.

A judgment of interest to lumbermen was rendered by Judge Désilets in the Circuit Court on May 15. Three men had engaged with the Gres Falls Company for log-driving operations, subsequently engaging for the Laurentide Paper Company, and going to work for the latter. The Gres Falls Company had the men arrested, and, on their pleading guilty, they were sentenced to a fine and costs amounting to \$22, and in default

of immediate payment to five weeks in prison.

Early Closing.

In 1905 the Legislature of the province of Quebec passed a law granting to the municipal authorities of the city of Montreal the right to pass a by-law ordering the early closing of commercial establishments. Action was taken to test the validity of the law and the Superior Courts and the Court of Appeal of Quebec declared the act illegal. The Supreme Court of Canada, however, before whom the case came in review in May, has reversed these decisions and pronounced the law *intra vires*.

ONTARIO CASES.

Injury to Servant.

Action was recently brought by a girl 18 years of age employed in a steam laundry at Sudbury, Ont., for damages sustained owing to alleged negligence of the defendant. The case was tried by a jury and the contention of the plaintiff was that she had been set to work at a mangle which was not securely guarded. The defendant alleged that the accident occurred through the plaintiff working at the feeding side of the mangle instead of at the delivery side as she had been instructed. The judge submitted several questions to the jury but the latter were unable to agree upon all. The case was dismissed on the grounds that it was necessary for the jury, to deal with the questions submitted.

(D'Aoust vs. Bissett; Riddell, J.; May 1, 1909.)

Wages.

An appeal to the Divisional Court was recently taken from a judgment of Teetzel, J., on March 3, 1908, involving the payment of \$483 wages to a quarry operator. The defendants denied the employment of the plaintiff on the ground that there was no contract for employment under the corporate seal of the company. He had been in the service of the co-owners of the property prior to the incorporation and he remained on the

work under the direction of one of the partners, who was acting manager. The appeal was dismissed with costs.

(Milne v. Ontario Marble Quarries, Limited, Divisional Court, May 3, 1909.)

Want of Notice in Workman's Compensation Case.

A workman employed in the C.P.R. yards at Toronto Junction was with other workmen returning from work, and was passing along and over the tracks in the yard to reach the subway and exit when he was struck by an engine and killed.

The jury found, in answer to questions, that the Company was guilty of negligence by blowing off steam or hot water at such a critical moment, with such a large number of employees between the tracks; that deceased came to his death by reason of the negligence of a person in charge of an engine of defendants, such negligence consisting in blowing off steam or hot water, and that a proper look-out was not kept in a proper place on both engines when backing, that there was no contributory negligence, and that damages should be \$600.

The Divisional Court was of the opinion that the position of the deceased, in view of clause 5 of sec. 3 of the Workmen's Compensation for Injuries Act, was, in the absence of any finding to the contrary, that of a mere licensee; that he could not claim the benefit of sec. 276 of the Railway Act (Dominion), because the engine was not passing over a high-way at rail level, but that the deceased might have had cause to complain of a defective system, from the facts developed in the evidence, although not specifically mentioned in the pleadings, and a new trial was ordered, with leave to amend.

The Court also held that the circumstances were sufficient to excuse the giving of a written notice as required by R.S.O. 1897, ch. 160, sec. 9, no such notice having been given in time.

The defendants appealed from this judgment, insofar as it grants leave to demand a new trial, and the plaintiff

cross-appealed, and asked to have the judgment at the trial restored.

The Court of Appeal held that the true position of the deceased, at the time of the accident, was not that of a mere licensee, but of a person upon the defendants' premises by their invitation, and to whom, therefore, the defendants owed a duty to take reasonable care that he should not be injured. The plaintiff, however, was held to have failed upon the question of the want of notice.

The Court added: "The right to recover damages caused by the negligence of a fellow-servant is, of course, based entirely upon the statute, and that right is conferred upon condition (sec. 9) that notice that injury has been sustained is given within 12 weeks, and the action commenced within 6 months from the occurrence of the accident, or, in case of death, within 12 months from the time of death, provided that in case of death the want of such notice shall be no bar to the maintenance of the action, if the Judge shall be of the opinion that there was a reasonable excuse for such want of notice: see also secs. 13 and 14.

"The death occurred on 19th September, 1907. The plaintiff heard of it on 7th November, 1907, while at Kenora in this province. He came to Toronto on 5th December, 1907, and, not later than 7th December, had consulted his present solicitor and instructed him to obtain a settlement of the claim, or in default to bring suit.

"The time for giving the notice did not expire until 12th December, 1907, and, however sufficient the excuse may have been for the time lost before the solicitor was instructed, after that it would be entirely another matter. The interval from the 7th to the 12th was, of course, ample in which to have given the notice, and the only excuse, offered for not having done so during that interval is the solicitor's mistaken idea that he could not give the notice until he had obtained letters of administration.

"The question, therefore, really resolves itself into this: is ignorance of the law a "reasonable excuse," which question must be answered in the nega-

tive, if any useful effect is to be given to the provision."

(Giovinazzo v. C.P.R. Co. Court of Appeal, May 5, 1909.)

Damages for Death of Locomotive Engineer.

The wife of a C.P.R., engineer, who was killed last autumn in a head-on collision at Pembroke was awarded \$4,500 damages. Representatives of the widow and the Company met before Chancellor Boyd in weekly court and judgment was by consent. There are four children who will share in the money and the judge suggested that the family arrange among themselves how it should be apportioned. The engineer was in no way responsible for the collision in which he met his death. A light engine from Carleton Place running without orders collided with deceased's train, a passenger train on time.

MANITOBA CASES.

Level Crossing Accident.

In an action for loss of cows killed by a train of defendants at a railway crossing, it was held that plaintiff must succeed, the jury finding that defendants' engineer had not whistled before approaching the crossing, and that the ten-year old boy in charge of the cows was a "competent person" within section 294 of the Railway Act.

(Sexton v. Grand Trunk, 13 O.W.R. 506.)

Damages.

A foreman of a gang employed in bridgework on the National Transcontinental Railway was in a tent near the village of Dagero on Sunday, May 24, 1908, when a blast of dynamite discharged by construction contractors fell on his head and injured him. The tent was pitched along the right of way, which was a dangerous spot, and the contractors alleged that the foreman ignored the danger and expressed his willingness to take his chance. In a case brought by the foreman to recover damages the trial judge held that defendants had been

guilty of negligence; as the warning was insufficient. Judgment for \$2,000 and costs was given.

(Longmore v. McPherson, Macdonald, J.)

ALBERTA CASES.

Damages Awarded to Brakeman.

On May 22, a jury awarded Geo. White \$5,000 damages against the Grand Trunk Pacific for injuries received in an accident at Pembina, when his leg was broken. White sued for \$10,000. The jury found the company negligent and guilty of contravention of the public health act, in not providing proper medical and hospital facilities on the grade west of Edmonton, and also in having a divisional surgeon, who was not properly registered.

ENGLISH CASES.

Compensation for Injuries.

A sailor on board a steamship, was injured by accident. He was taken to a hospital where the doctor advised an operation. The applicant then consulted his own doctor who advised him not to undergo an operation as he was suffering from Bright's disease, which would render the administration of anæsthetics dangerous. The applicant, therefore, declined to undergo an operation.

Held, that in those circumstances it could not be said that the applicant acted unreasonably in refusing to undergo an operation and that he was entitled to claim full compensation under the Workmen's Compensation Act, 1906.

(Tutton v. owners of SS. Majestic, Court of Appeal, April 1, 1909.)

Accidents Arising Out of and the Course of the Employment.

Where a workman is injured or killed by accident, compensation is payable

only where the accident was one arising out of and in the course of the employment.

A cook employed on board a steamship fell overboard while the ship was on the high seas, but no explanation could be discovered as to the cause of the accident, which happened in broad daylight. The duties of the deceased were not such as to lead him into any position of danger. The man's widow claimed compensation, and an award was made in her favour. The shipowners appealed.

The Court of Appeal held that it was for the claimant to prove that the accident arose both "out of" and "in the course of" the employment of the deceased; that, although this accident had happened in the course of the employment, there was no evidence that it arose out of the employment, and that therefore the claimant had not established her right to compensation. The Court suggested that, if on a stormy night one of the watch had disappeared it would be a fair inference that he had been washed overboard, and that the accident arose out of as well as in the course of the employment, but such inference could not be drawn in the case of a cook. The appeal was allowed.—

(Bender v. Owners of S.S. Zent. Court of Appeal reported, April 10th, 1909.)

In another case, while a ship was lying in harbour, a seaman at night, complaining that the cabin was hot, left his bunk and went on deck to get some fresh air. He was never seen again alive. The next day his dead body was found floating near the ship. No explanation could be given of the accident. The Court of Appeal held, as in the previous case, that the widow of the deceased was not entitled to compensation, on the ground that she was unable to prove that the accident arose out of his employment.

(Marshall v. Owners of Ship "White Rose," Court of Appeal reported, April 3rd, 1909.)



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